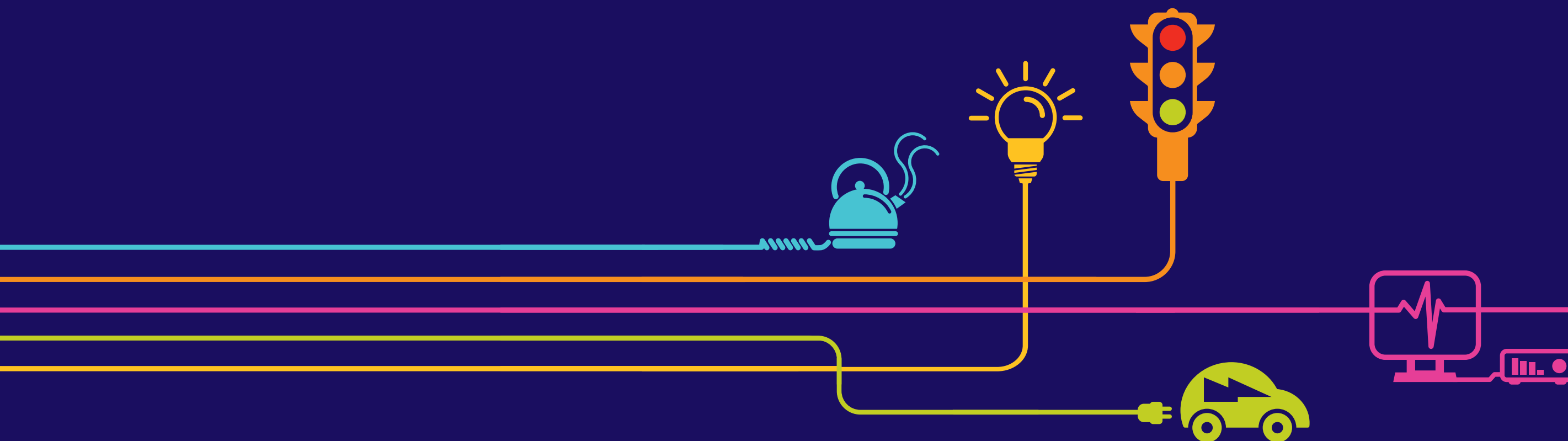


Environmental Statement Visual Effects Appendices 7A to 7D

Hinkley Point C Connection Project

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



Environmental Statement

Hinkley Point C Connection Project

5.7.2 – Visual Effects – Appendices (orange highlight indicates the contents of this Volume)

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7J	Method for the Production of Verified Photomontages
7K	Landscape Specification for Site-specific Mitigation

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Appendix 7A – Section A: Visual Assessment Tables

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

PRoW within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.F1	Public Right of Way	PRoW BW3/9 and BW2/1 between the A39 Bath Road and Bradney Lane	High	Local	Medium	615m	Views west towards Horsey Level and northwest towards Puriton Ridge are filtered and obscured by mature hedgerow trees along Bath Road. The VQ Route crosses over PRoW BW2/1 south of Bradney Lane with views along the line north and south from both BW2/1 and BW3/9. The F Route is visible to the east above trees and northeast passing over Puriton Ridge with views of the F Route also available south as it crosses the Levels.	During construction: Low adverse Effects during construction would be temporary and experienced for the short-term. Views of at-height works and cranes in relation to construction of the new 400kV overhead line supported by T-pylons and the Bridgwater Tee CSE compounds would be visible to the northwest above trees across Horsey Level and on Puriton Ridge, beyond the VQ Route. At-height works including cranes would be visible for a short duration above trees removing the F Route to the east and south across the Levels, and to the northeast on Puriton Ridge. During operation: Low adverse The F Route would be removed from views northeast passing over Puriton Ridge and from views east and south across the Levels. In the short and medium-term views northwest would include the new 400kV overhead line supported by T-pylons visible beyond the VQ Route and above mature hedgerows and trees along Bath Road. The new 400kV overhead line would be visible on the top of Puriton Ridge above woodland. The Bridgwater Tee CSE compounds would be screened by existing hedgerows and trees. After 15 years: Low adverse Long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.5 and A1.8	N/A
A1.F2	Public Right of Way	PRoW BW2/2 across farmland between King's Sedgemoor Drain and Bradney Lane	High	Local	Medium	810m	Receptors have views above hedgerows and across fields with the F Route visible passing over Puriton Ridge and to the east across the Levels. To the north of the PRoW the F Route passes over the PRoW near King's Sedgemoor Drain with views along the F Route north passing over Puriton Ridge and south across fields. Views are available west above hedgerows towards the VQ Route and Bath Road, Horsey Level and Puriton Ridge at Knowle Park.	During construction: Low adverse A short-term low adverse magnitude of effect would be experienced by footpath users on PRoW BW2/2. The PRoW passes under the F Route conductors and for a short length of the footpath receptors would have relatively near and open views towards the working area and machinery removing pylons and conductors. Views west to the VQ Route would include at-height works and cranes visible for a short period beyond above hedgerows and trees constructing the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds across Horsey Level and on Puriton Ridge. During operation: Low beneficial In the short and medium-term a low beneficial magnitude of effect would be experienced in views by PRoW users where the F Route would be removed where it passes over the PRoW and from views to Puriton Ridge and south across the Levels. This would increase to moderate beneficial for a short section where the F Route would be removed where it passes over the PRoW and the new 400kV overhead line would not be visible. In places a low adverse magnitude of effect would be experienced where the new 400kV overhead line supported by T-pylons would be visible beyond the VQ Route to the west above hedgerow trees crossing Horsey Level and passing over Puriton Ridge. Overall a low beneficial magnitude of effect would be experienced due to the removal of the F Route where it is presently closer in views than the Proposed Development. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
A1.F3	Public Right of Way	PRoW BW2/3 along the southern bank of King's Sedgemoor Drain, near A39 Bath Road	High	Local	Medium	635m	The F Route passes over the PRoW further east (outside the 1km boundary) and is visible passing over King's Sedgemoor Drain and Knowle Hill and across the Levels and Moors to the southeast. Within the 1km boundary the F Route is visible in places to the east above and between gaps in mature hedges and trees. The top of the VQ Route is visible to the west above and between properties, hedgerows and trees along the A39 Bath Road.	During construction: Low adverse Short-term visual effects of low adverse magnitude would be experienced by PRoW users within 1km of the Proposed Development. To the east beyond the 1km boundary for a short section the PRoW would pass close to the F Route removal where the footpath presently passes under the F Route conductors. Views northwest and west would temporarily include construction of the new 400kV overhead line supported by T-pylons visible in places above and between trees, hedgerows and properties on Bath Road with cranes and at-height works visible for a short period. Receptors would have views southeast and east of the F Route removal visible above trees and vegetation with temporary views of at-height works and cranes passing over King's Sedgemoor Drain for a short period. During operation: Low adverse The F Route would be removed from views above trees and hedges southeast and east where it passes over King's Sedgemoor Drain. In the short and medium-term the new 400kV overhead line would be partially visible supported by T-pylons to the west between properties and above boundary hedges, trees and rooftops connecting to the VQ Route. A beneficial magnitude of effect would be experienced along a small length of the PRoW where the F Route would be removed where it passes over King's Sedgemoor Drain (outside 1km boundary). After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.10 and A1.11	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

PRoW within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.F4	Public Right of Way	PRoW BW2/46 on southern slope of Puriton Ridge between bridleway BW28/1 and A39 Puriton Hill	High	Local	Medium	0m	Receptors have open panoramic views south across the Levels and north up Puriton Ridge. Views south include properties at Horsey, the M5 motorway, Morrisons distribution centre and industrial development on the edge of Bridgwater with the Quantock Hills in the distance. The VQ Route is visible to the south crossing Horsey Level and the M5 motorway and continuing south with the F Route also visible in the distance.	During construction: Moderate adverse For a short duration a moderate adverse magnitude of effect on views would be experienced by PRoW users of medium sensitivity on Puriton Ridge, close to the construction of the new 400kV overhead line supported by T-pylons. Construction work would be seen close to receptors with a large proportion of the view affected for the short-term. Receptors would have views up to and along the construction working area at the top of the ridge and across the Levels due to the elevated position. Views would include work traffic, working areas, pylon assembly and for a short time pylon erection using cranes along with temporary scaffolding associated with wire stringing over the A39 Puriton Hill. Views down to Horsey Level would also be available with the Bridgwater Tee CSE compounds construction visible in the distance. To the east in distant views at-height works associated with removal of the F Route would be visible temporarily. During operation: Moderate adverse In the short and medium-term a moderate adverse magnitude of effect on views would be experienced by PRoW users of medium sensitivity in close vicinity to the new 400kV overhead line supported by T-pylons. Receptors would pass under the proposed 400kV overhead line and a T-pylon would be located nearby. Receptors would experience a partial alteration to the existing view and the introduction of the new 400kV overhead line supported by T-pylons in the view up to the top of the ridge and across the Levels, due to the elevated position. A moderate proportion of the view would be affected and there would be some backgrounding from the ridge, woodland and Horsey Level which would minimise the scale of change from the present situation. Views would include suspension and tension T-pylons close in the view where the F Route is in distant views or not visible. Views would include the Bridgwater Tee CSE compounds and the VQ Route in the distance. After 15 years: Moderate adverse In the long-term views of the new 400kV overhead line would remain the same as on completion. Views of the Bridgwater Tee CSE compounds at the connection to the VQ Route on Horsey Level would largely be screened by established mitigation planting surrounding each structure with gantries visible above tree planting.	Moderate adverse	Moderate adverse	Moderate adverse	A1.15	VPA3
A1.F5	Public Right of Way	PRoW BW 28/2 on northern slope of Puriton Ridge between bridleway BW 28/1 and Puriton Park	High	Local	Medium	0m	PRoW on Puriton Ridge with views across fields. At the southern end of the footpath on the top of the ridge views north extend across the Levels with Brent Knoll and the Mendip Hills visible in the distance and the ZG Route. Views south include woodland at Chisland Covert and Home Covert at the top of Puriton Ridge. Views are filtered in places by field hedgerows with glimpsed views south down Puriton Ridge and across Horsey Level where the route joins PRoW BW28/1 and BW2/46. To the north of the footpath adjacent to Puriton the footpath runs through an area of woodland where views are screened by trees. Further north off Puriton Park Road views east are available across undulating landform of the ridge and above field boundary hedgerows and trees. The ZG Route is visible above trees across the Levels to the north.	During construction: Moderate adverse In the short-term a moderate adverse magnitude of effect on views would be experienced by PRoW users of medium sensitivity on the southern section at the top of Puriton Ridge. Receptors would be close to the construction of the new 400kV overhead line supported by T-pylons and would pass under the conductors. Construction works would be close to receptors with a large proportion of the view affected for the short-term. Receptors would have views towards construction working areas at the top of Puriton Ridge and north across the Levels. Views would include work traffic, working areas, pylon assembly and for a short time pylon erection using cranes. A conductor pulling site would be close to the footpath at the top of the ridge. To the east in distant views at-height works associated with removal of the F Route would be visible temporarily. To the north of the PRoW a negligible magnitude of effect would be experienced where it passes through woodland. Further north off Puriton Park Road on the edge of Puriton at-height works and cranes would be visible temporarily to the east in the distance on Puriton Ridge. During operation: Moderate adverse In the short and medium-term a moderate adverse magnitude of effect on views would be experienced by PRoW users of medium sensitivity in close vicinity to the new 400kV overhead line. A greater adverse magnitude of effect on views would occur for a short section of PRoW where it would pass under the proposed 400kV overhead line with a T-pylon nearby. Receptors would experience a partial alteration to the existing view and the introduction of the new 400kV overhead line in the view up to the top of the ridge and across the Levels, due to the elevated position. A moderate proportion of the view would be affected and there would be some backgrounding from woodland and landform which would minimise the scale of change from the present situation. Views would include suspension and tension T-pylons close in the view where the F Route is in distant views or not visible. To the north of the footpath through woodland a negligible effect would be experienced. This would become low adverse Off Puriton Park Road on the eastern edge of Puriton where a new 400kV overhead line would be visible above landform, field hedges and trees and closer in views than the F Route removed. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	A1.19 and A1.20	N/A
A1.F6	Public Right of Way	PRoW BW28/3 west of A39 Puriton Hill, along the ridgeline and through woodland at South Hills	High	Local	Medium	710m	PRoW on elevated ground at the top of Puriton Ridge passing through woodland and across fields. Views are largely screened by trees, hedge and landform with occasional expansive long distance views south across the Levels to the Quantock Hills available in places. Views include the VQ Route and the M5 motorway, Morrisons distribution centre and Kings Down residential development in the middle distance near Horsey Level.	During construction: Low adverse Views largely screened by trees, hedge and landform with occasional views south down to working areas for the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds across Horsey Level connecting to the VQ Route. In the short-term views of construction traffic, at-height works and CSE compound and pylon assembly would be visible in the distance across the Levels. During operation: Low adverse In the short and medium-term views would largely be screened by trees, hedge and landform with occasional views down to the new 400kV overhead line supported by T-pylons introduced in views across Horsey Level with the connection to the VQ Route and the Bridgwater Tee CSE compounds visible. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as on completion. Views of the Bridgwater Tee CSE compounds at the connection to the VQ Route on Horsey Level would largely be screened by mitigation planting surrounding each structure with gantries visible above tree planting.	Minor adverse	Minor adverse	Minor adverse	A1.18	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

PRoW within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.F7	Public Right of Way	Bridleway BW 28/1 on Puriton Ridge, between A39 Puriton Hill and Chisland Covert	High	Local	Medium	0m	Receptors have open expansive views north across the Levels from elevated ground on Puriton Hill. Views south are mainly heavily filtered or screened by mature hedgerows adjacent to the bridleway. Where the bridleway crosses PRoW BW28/2 there are expansive views south for a short section to the Levels and the VQ Route. Where the bridleway passes through woodland at New Ground Covert views are screened by trees. The F Route is not visible due to landform and woodland screening at Chisland Covert.	During construction: Moderate adverse Effects during construction would be temporary and experienced for the short-term. Receptors of medium sensitivity would have close views towards the construction of the new 400kV overhead line supported by T-pylons and the temporary access route would be along the PRoW from the A39 Puriton Hill to the working area near Chisland Covert. Through New Ground Covert views of construction works would be screened however occasional construction traffic would be visible along the access route. To the east of the route beyond New Ground Covert receptors would have views towards the construction working area at the top of the ridge and northeast down the ridge and across the Levels. The bridleway would cross the construction haul road and pass under the conductors. Construction works would be close to receptors with a large proportion of the view affected for the short-term. Temporarily views would include work traffic, working areas, pylon assembly and for a short time pylon erection using cranes. Two pylons and a conductor pulling site would be close to the bridleway at the top of Puriton Ridge. For a short section where the footpath crosses PRoW BW2/46 and BW2/82 expansive views south would be available down Puriton Ridge and across Horsey Level. Views would include working areas, pylon construction and the Bridgwater Tee CSE compounds construction in the distance. During operation: Moderate adverse In the short and medium-term a moderate adverse magnitude of effect on views would be experienced by PRoW users of medium sensitivity in close vicinity to the new 400kV overhead line where receptors would pass under the proposed 400kV overhead line with two T-pylons nearby. Receptors would experience a partial alteration to the existing view and the introduction of the new 400kV overhead line in the view passing over the ridge and across the Levels to the northeast, due to the elevated position. A moderate proportion of the view would be affected and views would include suspension pylons and a tension T-pylon close in the view where the F Route is not visible. For a short section where the PRoW crosses PRoW BW2/46 and BW2/82 expansive views south would be available along the new 400kV overhead line supported by T-pylons down Puriton Ridge and across Horsey Level connecting to the VQ Route, supported by lattice pylons. Views would include the Bridgwater Tee CSE compounds in the distance. After 15 years: Moderate adverse In the long-term views of the new 400kV overhead line would remain the same as on completion. For a short section of the PRoW where it crosses PRoW BW2/46 and BW28/2 distant views south to the Bridgwater Tee CSE compounds at the connection to the VQ Route on Horsey Level would largely be screened by established mitigation planting surrounding each structure with gantries just visible above tree planting.	Moderate adverse	Moderate adverse	Moderate adverse	A1.17	VPA8
A1.F8	Public Right of Way	Bridleway BW28/1 on Puriton Ridge, between Chisland Covert and Crancombe Lane	High	Local	Medium	95m	Receptors have open expansive views north down the slopes of Puriton Ridge and across the Levels in Section B from elevated ground on Puriton Ridge, with Brent Knoll and the Mendip Hills in the distance. Views south are screened by mature hedgerows and woodland adjacent to the bridleway. At the eastern end of the bridleway the F Route passes over Crancombe Lane with views available over hedgerows along the line as it crosses Puriton Ridge towards Woolavington and across the Levels in Section B. Further west the F Route is more distant in views. Where the bridleway passes through woodland at Chisland Covert views are screened by woodland.	During construction: Moderate adverse In the short-term receptors would have views north towards temporary working areas for construction of the new 400kV overhead line down Puriton Ridge and across the Levels in Section B and removal of the F Route. Views would include working areas, temporary scaffolding over Crancombe Lane and for a short time pylon erection and pylon removal using cranes. At the eastern end of the bridleway working areas associated with the F Route removal would be adjacent to the bridleway and receptors would experience a greater magnitude of effect for a short section. In distant views north across the Levels temporary at-height works and cranes would be visible for a short period above trees. Through Chisland Covert views would be screened by woodland. During operation: Low adverse In the short and medium-term the F Route would be removed from views north down Puriton Ridge and across the Levels in Section B. The new 400kV overhead line would be visible to the north crossing Puriton Ridge obliquely on an alignment further west than the F Route and would be visible in the distance across the Levels in Section B. The new 400kV overhead line would be introduced further away to the north than the F Route and would be visible above landform. Through Chisland Covert views would be screened by woodland. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.16	VPA5
A1.F9	Public Right of Way	Bridleway BW 2/44 on Bitham Lane on the top of Puriton Ridge east of Crancombe Lane	High	Local	Medium	610m	The F Route passes over Crancombe Lane at western end of the bridleway. In the western section views are heavily filtered and screened by hedgerow and trees on either side of the bridleway with the F Route visible in places near to Crancombe Lane. Views are similar along the eastern section with occasional glimpsed views to the top of the F Route visible above the ridge landform.	During construction: Low adverse Construction works associated with the new 400kV overhead line would be further west and screened by trees, hedges and ridge landform. Receptors would experience short-term adverse effects where working areas and at-height works would be visible in relation to the F Route removal. Views are largely filtered where the F Route passes over Crancombe Lane at the western end of the bridleway. During operation: Low beneficial In the short and medium-term a beneficial effect would be experienced in views where the F Route would be removed from largely filtered views where it passes over Crancombe Lane at the western end of the bridleway. Views are filtered and screened and the new 400kV overhead line is anticipated to not be visible where it would be introduced further west and would be screened by trees, hedges and ridge landform. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
A1.F10	Public Right of Way	PRoW BW2/42 between BW2/44 on Bitham Lane and A39 Bath Road	High	Local	Medium	790m	Receptors have distant views south to Bawdrip and across the Levels with the F Route visible to the southwest down Puriton Ridge. In places views of the line are partially filtered or screened by trees and hedgerows along the footpath with pylons visible above Yew Tree Lodge and trees in the distance.	During construction: Low adverse Construction works associated with the new 400kV overhead line would not be visible due to screening by Knowle Hill. Users of the PRoW would have short-term oblique views of the F Route and associated works traffic, machinery and for a short time at-height works visible. In places works would be visible above trees and Yew Tree Lodge. During operation: Low beneficial The F Route would be removed from oblique views in the short and medium-term. The new 400kV overhead line would not be visible due to screening by Knowle Hill. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

PRoW within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.F11	Public Right of Way	PRoW BW37/1 along the southern edge of Woolavington and southwest across farmland between Woolavington Hill and Bitham Lane	High	Local	Medium	790m	No views of the F Route are available from the eastern section of the footpath near Woolavington Hill due to mature tree screening. Near the allotment views west include the F Route visible above trees and landform. Further west the F Route is visible to varying degrees between mature tree filtering with 1 or 2 pylons and conductors visible. The F Route becomes more visible to the west on the edge of Woolavington with views south and north where the line continues down Puriton Ridge.	During construction: Low adverse In the short-term construction works associated with the new 400kV overhead line would be just visible in the distance above landform and woodland at Chisland Covert with cranes and at-height works visible for a short period, although most of the 400kV overhead line works would be screened by landform. Receptors would have temporary views of the F Route removal with cranes and at-height works visible above landform and trees. Works would be less visible to the eastern section due to mature trees in places with more open views to the western end. During operation: Low beneficial The F Route would be removed from views in the short and medium-term. The top of the new 400kV overhead line supported by T-pylons would be just visible in the distance above landform and woodland at Chisland Covert with most of the 400kV overhead line screened by landform. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	A1.21	N/A
A1.F12	Public Right of Way	PRoW BW37/2 at Martland Farm between Woolavington Road and Crancombe Lane	High	Local	Medium	190m	Receptors have open panoramic views north across the Levels to Section B, south up Puriton Ridge and west across the ridge. The F Route is visible parallel and near to the footpath with views along the line south up Puriton Ridge and north across the Levels. The ZG Route is visible to the north across the Levels in Section B. Brent Knoll and the Mendip Hills are visible in the distance.	During construction: Low adverse In the short-term receptors would have oblique views west towards construction of the 400kV overhead line supported by T-pylons. Removal of the F Route would be closer in the view, with works machinery, cranes and at-height works visible above trees and hedgerows. Views would extend north across the Levels in Section B with cranes and at-height works visible above trees associated with both the F Route removal and construction of the new 400kV overhead line. During operation: Low adverse In the short and medium-term the F Route would be removed from views and replaced with the 400kV overhead line supported by T-pylons further west across Puriton Ridge and visible in the distance to the north across the Levels in Section B, with pylons partially filtered and obscured at the bases. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.23	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Public Open Spaces within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.POS1	Public open space	Play area, skate park, open space and car park on the western edge of Woolavington	High	Local	Medium	575m	Receptors have views across sports pitches that extend west across Puriton Ridge and north down towards the Levels. Views west are above trees and hedges on Crancombe Lane and views north are over property rooftops in Woolavington with Brent Knoll and the Mendip Hills visible features in the distance in Section B. The F Route is visible to the west down Puriton Ridge with the top of pylons and conductors visible above hedges and trees on Crancombe Lane, with views filtered in places. In views north the ZG Route is just visible above property rooftops in the distance across the Levels in Section B.	During construction: Low adverse Effects during construction would be temporary and experienced for the short-term. Receptors would have views above trees, hedges and rooftops towards at-height works and cranes associated with construction of the new 400kV overhead line supported by T-pylons further west and removal of the F Route. Views of at-height works would be temporary. Views north would also include cranes visible above trees across the Levels in Section B. During operation: Low adverse In the short and medium-term the F Route would be removed from views west on Puriton Ridge above hedges and trees and from distant views north across the Levels. The new 400kV overhead line supported by T-pylons would be visible further west on Puriton Ridge in more distant views above hedges and trees and would be visible above trees in distant views north across the Levels. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.POS2	Public open space	Public open space to Village Hall in the centre of Woolavington with play area, kickabout area and seating	High	Local	Medium	635m	Receptors have views north above properties in Woolavington across the Levels in Section B with the spire to Woolavington Church a feature of views. Views extend across the Levels in Section B with the F Route and ZG Route visible in places but largely filtered. The factory tower at East Huntspill and Brent Knoll are also visible in the distance in Section B.	During construction: Low adverse In the short-term receptors would have cranes and at-height works for removal of the F Route and construction of the new 400kV overhead line visible temporarily, and filtered in places, in distant views north across the Levels in Section B. During operation: Low adverse In the short and medium-term the F Route would be removed from views and replaced with the new 400kV overhead line supported by T-pylons that would be more visible above trees across the Levels in Section B and further north beyond the ZG Route. Distant views of the new 400kV overhead line pylons would be obscured by buildings and trees in places. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.24	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Sports Pitches within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibilit y to Change	Value of view	Receptor Sensitivity								
A1.SP1	Sports Pitches	Morganians Rugby Football Club, Chedzoy Lane, Horsey	Low	Local	Low	755m	Receptors have views north across fields and above properties towards Puriton Ridge. The VQ Route is visible across the view to the north and east extending above backgrounding of Puriton Ridge. The F Route is visible beyond the VQ Route across the Levels to the east and north and on the top of Puriton Ridge near Knowle Hill. During construction: Low adverse Effects during construction would be temporary and experienced for the short-term. Receptors would have views of temporary at-height works and for a short period cranes across the Levels and on Puriton Ridge constructing the new 400kV overhead line supported by T-pylons to the north, and removing the F Route to the northeast and east. Works would be visible beyond the VQ Route. Views of works to construct the new 400kV overhead line would be partially obscured and filtered in places by trees and properties on Bath Road with works visible above. The Bridgwater Tee CSE compound works would not be visible due to tree and built form screening. During operation: Low adverse The F Route would be removed from views northeast and east across the Levels and on Puriton Ridge. In the short and medium-term the new 400kV overhead line supported by T-pylons would be visible in the distance across the Levels and on Puriton Ridge to the north near Chisland Covert. The 400kV pylons would be visible above trees and properties on Bath Road and would be filtered in places. The Bridgwater Tee CSE compounds would not be visible due to screening by trees and built form. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A	
A1.SP2	Sports pitch	Sports pitch in public open space on the western edge of Woolavington	High	Local	Medium	580m	Receptors have views that extend west across Puriton Ridge and north down to the Levels in Section B. Views west are above trees and hedges on Crancombe Lane and views north are over property rooftops in Woolavington with Brent Knoll and the Mendip Hills visible features in the distance. The F Route is visible to the west down Puriton Ridge with the top of pylons and conductors visible above hedges and trees on Crancombe Lane, with views filtered in places. In views north the ZG Route is just visible above property rooftops in the distance across the Levels. During construction: Low adverse In the short-term receptors would have views above trees, hedges and rooftops of temporary at-height works and cranes associated with construction of the new 400kV overhead line further west and removal of the F Route. Views north would also include cranes visible above trees across the Levels in Section B. During operation: Low adverse The F Route would be removed from views west on Puriton Ridge above hedges and trees and from distant views north across the Levels in Section B. In the short and medium-term the new 400kV overhead line would be visible further west on Puriton Ridge in more distant views above hedges and trees and would be visible above trees in distant views north across the Levels. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A	

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Roads within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.R1	Road	Kings Road through Kings Down housing development, includes footpath cycleway	Medium	Local	Medium	575m	Receptors have views northeast over the M5 motorway towards the VQ Route across Horsey Level and to Puriton Ridge with views obscured in places by built form. The top of the F Route is just visible in places in the distance above trees on Puriton Ridge. During operation: Low adverse In the short and medium-term the new 400kV overhead line supported by T-pylons would be visible from some places. It would be seen beyond the VQ Route across Horsey Level and on the top of Puriton Ridge. The western most Bridgwater Tee CSE compound would be visible from some places but partially obscured by trees. The F Route would be removed from distant views above trees on Puriton Ridge. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would be the same as on completion. Views of the western most Bridgwater Tee CSE compound would largely be screened by mitigation planting with the top of gantries visible in places above trees.		Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.R2	Road	Horsey Lane, Horsey, Bridgwater	Low	Local	Low	120m	Receptors have views north towards Puriton Ridge and in places views east across the Levels with the M5 motorway visible to the west. Views include the VQ Route to the north and east visible above trees and properties. The F Route is visible in places in the distance above trees to the east. Views are often over hedgerows across fields. At the southern end of the road properties on either side largely screen views and receptors have occasional oblique views north between gaps in properties towards the VQ Route and Puriton Ridge. On the northern section of the road views become more open with the VQ Route and Puriton Ridge visible above trees and Manor Farm. During construction: Low adverse Receptors would have temporary views of at-height works and cranes visible above trees and properties for the short-term, associated with construction of the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds at Horsey Level and the new 400kV overhead line on Puriton Ridge. In the distance to the east temporary views of at-height works and cranes removing the F Route would be visible in places above trees beyond the VQ Route. During operation: Low adverse In the short and medium-term the new 400kV overhead line supported by T-pylons would be visible above field trees and properties beyond the VQ Route across Horsey Level and passing over Puriton Ridge. The top of the eastern Bridgwater Tee CSE compound gantries would be visible above trees with the western Bridgwater Tee CSE compound screened by trees. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would be the same as on completion. Views of the eastern Bridgwater Tee CSE compound would be similar to on completion with gantries just visible above trees.		Minor adverse	Minor adverse	Minor adverse	A1.3 and A1.4	VPA2 and VPA9
A1.R3	Road	Bradney Lane, Bradney, Bridgwater	Low	Local	Low	455m	Open views above hedgerows across fields towards Puriton Ridge with some screening by hedgerow trees in places. The VQ Route passes over the lane and is in foreground views in the western section. The F Route passes over the lane further east beyond the 1km boundary and is in foreground views in the eastern section. During construction: Low adverse In the short-term at-height works and cranes associated with construction of the new 400kV overhead line and Bridgwater Tee CSE compounds would be visible above hedgerows and trees across Horsey Level and on Puriton Ridge. To the eastern section of the road near Bradney and beyond 1km from the new 400kV overhead line working areas, temporary scaffolding over Bradney Lane and works associated with removal of the F Route would be visible north and south across the Levels and on Puriton Ridge. During operation: Low adverse The F Route would be removed from views where it crosses over the road further east outside the 1km boundary. A new 400kV overhead line would be visible in the distance to the northwest above hedgerows and trees beyond the VQ Route across Horsey level and passing over Puriton Ridge. The new CSE compounds would not be visible due to screening by trees and properties on Bath Road. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.		Minor adverse	Minor adverse	Minor adverse	A1.8	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Roads within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low

Value of View: National or Regional and or Local

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.R4	Road	A39 Bath Road, south of King's Sedgemoor Drain	Low	Local	Low	455m	Open views generally across the Levels and towards Puriton Ridge with short sections screened by roadside hedgerow, trees and properties in the south near Horsey. In the north beyond the disused railway there are open views west over hedgerows across Horsey Level. The VQ Route passes over the road with the F Route visible further east and passing over Knowle Hill. Receptors travelling north on the raised bridge over the M5 motorway have distant views to the top of Puriton Ridge beyond the VQ Route with the F Route visible in places passing over the ridge.	During construction: Low adverse In the short-term views would include the VQ Route with construction machinery and working areas beyond associated with the new 400kV overhead line and Bridgwater Tee CSE compounds across Horsey Level and the new 400kV overhead line passing over Puriton Ridge. In the south views would be screened in places by properties, trees and hedgerows with at-height works and for a short period cranes temporarily visible above across Horsey Level and on Puriton Ridge. In the northern section of Bath Road views west would be open above hedgerows and would include the construction compound and working areas for the Bridgwater Tee CSE compounds and the new 400kV overhead line. The construction compound would be adjacent to Bath Road in the north with open views of the area over roadside hedges. In places views east would temporarily include at-height works and cranes visible above trees and on Puriton Ridge removing the F Route. During operation: Low adverse In the south the new 400kV overhead line would be visible in the short and medium-term in distant views above properties at Horsey and on Puriton Ridge, beyond the VQ Route, with the F Route removed from views. In places views would be screened by properties, trees and hedgerows. In the northern part of Bath Road open oblique views west would include the new 400kV overhead line and Bridgwater Tee CSE compounds connecting to the VQ Route and visible above hedgerows across Horsey Level and on Puriton Ridge. In places the F Route would be removed from views east. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would be the same as on completion. Views of the Bridgwater Tee CSE compounds would largely be screened by mitigation planting with the top of gantries visible above trees.	Minor adverse	Minor adverse	Minor adverse	A1.2, A1.9 and A1.10	N/A
A1.R5	Road	A39 Bath Road, north of King's Sedgemoor Drain between Crandon Bridge and Knowle	Low	Local	Low	625m	Views vary with some open, some views filtered by mature hedgerows and trees, and in places no views due to landform at Knowle Hill. Glimpsed oblique views are available towards the F Route between properties and garden trees when travelling east. Travelling west, glimpsed views of the VQ Route are available between properties and garden trees. To the east beyond the 1km boundary the F Route passes over the road near Knowle Inn public house.	During construction: Low adverse In the western section of the road near Crandon Bridge short-term views of at-height works and cranes would be largely obscured but visible temporarily above properties and trees on Bath Road and in filtered views northwest to Puriton Ridge. Views of construction works in the eastern section of the road would largely be screened by properties with some glimpsed views between properties and trees towards at-height works and cranes in the distance. Views east would include cranes and at-height works for removal of the F Route with temporary scaffolding over the road near the Knowle Inn public house. During operation: Low adverse In the short and medium-term the new 400kV overhead line would largely be obscured by properties and trees on Bath Road with occasional views of the top of pylons and conductors visible to the west above properties and through trees. In views northwest the new 400kV overhead line would be visible in places in filtered views on Puriton Ridge beyond Knowle Hall. Some occasional glimpsed distant views of the new 400kV overhead line would be visible to the southwest between properties and trees connecting to the VQ Route. A low beneficial magnitude of effect would be experienced in views east where the F Route would be removed from views. The Bridgwater Tee CSE compounds would not be visible. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.12	N/A
A1.R6	Road	A39 Puriton Hill between junction 23 of the M5 and Crandon Bridge, including the truck layby on the northern side and informal car park on the southern side	Low	Local	Low	0m	Views typically are screened in the western section between the M5 junction 23 and the junction with the road named Hillside. To the east beyond Hillside (at the highest point of Puriton Hill) oblique views south are filtered by roadside trees with occasional views through gaps to Horsey Level with the VQ Route in the distance. Further east beyond Home Covert views south and east become open across Horsey Level with the VQ Route visible and the F Route visible in places in the distance. The Quantock Hills background views with Bridgwater, the M5 motorway and Morrisons distribution centre visible to the west. Views are similar from the truck layby and informal car park. Beyond the layby to the east and at the entrance to Knowle Hall (Bibic Centre) views are heavily filtered by roadside trees.	During construction: Low adverse In the western section between the M5 and Hillside views would be screened by landform and trees. To the east for a short duration open and filtered views would include working areas, construction operations, scaffolding, pylon construction, at-height works and cranes constructing the 400kV overhead line and Bridgwater Tee CSE compounds visible south and east across Horsey Level and passing over the road and Puriton Ridge. Temporary scaffolding and at-height works would pass over the road near Home Covert with receptors experiencing a greater adverse magnitude of effect for a short period. The site compound adjacent to Bath Road would be visible to the east. In places for a short duration distant views east would include at-height works and cranes visible above trees removing the F Route. Construction works would form a small element of expansive views and would be short-term. During operation: Low adverse In the western section between the M5 and Hillside the Proposed Development would be screened by trees and landform. To the east beyond Home Covert the new 400kV overhead line and Bridgwater Tee CSE compounds would be visible in the short and medium-term to the south across Horsey Level, connecting to the VQ Route, and passing over the road and Puriton Ridge to the north. The new 400kV overhead line would pass over receptors for a short section and would be introduced into a significant proportion of the view, albeit already including the VQ Route. For this short section receptors would experience a greater magnitude of effect where they would pass under the overhead line with long views along the line. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would be the same as on completion. Views of the Bridgwater Tee CSE compounds would largely be screened by mitigation planting with the top of gantries visible in places above trees.	Minor adverse	Minor adverse	Minor adverse	A1.14	VPA7

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Roads within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low

Value of View: National or Regional and or Local

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.R7	Minor Road	Lane off Puriton Hill (on South Hills) opposite the road named Hillside	Low	Local	Low	553m	Elevated location with views open and filtered by roadside trees but with expansive long distance views south in places across the Levels to the Quantock Hills in the distance. The VQ Route is visible across Horsey Level with the M5 motorway, Morrisons distribution centre and Kings Down residential development in the middle distance. In distant views south the F Route is visible above trees adjacent to the VQ Route.	During construction: Low adverse Receptors would have short-term open and filtered views down towards working areas, temporary scaffolding, pylon construction, at-height works and cranes constructing the 400kV overhead line and Bridgwater Tee CSE compounds across Horsey Level and connecting to the VQ Route. The site compound adjacent to Bath Road would be just visible to the east in some views. Distant views would include temporary at-height works and cranes visible above trees removing the F Route. Construction works would form a small element of expansive views and would be for a short duration. During operation: Low adverse In the medium-term the new 400kV overhead line and Bridgwater Tee CSE compounds would be visible south across Horsey Level connecting to the VQ Route. The Proposed Development would form a small element of expansive views. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would be the same as on completion. Views of the CSE compounds would largely be screened by mitigation planting with the top of gantries visible in places above trees.	Minor adverse	Minor adverse	Minor adverse	A1.18	N/A
A1.R8	Road	Crancombe Lane, south side of Puriton Hill	Medium	Local	Medium	510m	On the southern section of Crancombe Road receptors have views screened by trees, landform and roadside embankments on Knowle Hill. Further north views east are heavily filtered and obscured by landform and trees. Further north towards the top of Puriton Ridge views become open above roadside hedgerows with the F Route visible parallel and adjacent to the road before it passes over the road at the top of Puriton Ridge.	During construction: Low adverse For a short distance of the road at the top of Puriton Hill the greatest magnitude of effect would be experienced where the F Route would be removed from where it passes over and is parallel. Road users would pass under temporary scaffolding and have views of working areas, at-height works and cranes for a short duration removing the F Route. For most of the road receptors would experience a low adverse magnitude of effect with temporary views of at-height works and cranes removing the F Route parallel but for the short-term. In the southern section works would be screened by landform and trees. During operation: Low beneficial In the medium-term the F Route would be removed from views where it passes over the road at the top of Puriton Ridge and is parallel to the east. There would be no change to views in the south where landform and trees screen views. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
A1.R9	Road	Crancombe Lane, north side of Puriton Hill	Medium	Local	Medium	535m	Views are filtered by roadside hedgerows with occasional glimpsed views west at field openings and above hedgerows at the top of Puriton Ridge and in places further north along the road. The F Route is visible to the west on Puriton Ridge. From the top of Puriton Ridge and at places along the road distant views north are available across the ridge and the Levels with Brent Knoll and the Mendip Hills visible in the distance in Section B. Views extend along the F Route with the ZG Route visible in the distance in Section B.	During construction: Low adverse Views in the short-term would include working areas, pylon construction and at-height works including cranes visible in places at field openings and above hedgerows. Views would include the removal of the F Route with construction of the new 400kV overhead line visible further west. In places works would be visible above landform, hedgerows and trees extending north across the Levels in Section B. At the top of Puriton Ridge views would include temporary scaffolding where the F Route passes over the road. In this location receptors would experience a greater adverse magnitude of effect for a short distance along the road. During operation: Low adverse The F Route would be removed from views where it passes over the road at the top of Puriton Ridge and from views west and north above hedgerows and at gaps at field openings. In the short and medium-term the new 400kV overhead line would be visible above landform and trees further west and to the north across the Levels. Pedestrians would generally have a greater extent of the new 400kV overhead line visible above hedges where views are more frequent due to the greater height compared to most vehicles. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.22	VPA6
A1.R10	Road	Higher Road through Woolavington	Low	Local	Low	345m	Channelled views west along the road with trees and properties either side of the road obscuring most views. At the western end the F Route is visible above trees and hedgerows passing over the road with a single pylon visible. At gaps between properties and road junctions glimpsed oblique views north are available across the Levels with the ZG Route visible in the distance above rooftops and trees with the Mendip Hills in the distance.	During construction: Low adverse Views are largely screened by trees and properties. Construction works would be for a short duration and visible in fleeting views. At the western end of Woolavington Road temporary scaffolding over the road, at-height works and cranes constructing the new 400kV overhead line would be visible further west in the short-term above trees and in places above rooftops. The F Route removal would also be visible with similar views experienced although works would be closer. In places the magnitude of change in the view would be negligible increasing to low adverse at the western end of the road. During operation: Negligible Typically in the short and medium-term most views would not be affected. At the western end of Woolavington Road the F Route would be removed from views and the new 400kV overhead line would be visible further west above trees and in places above rooftops affecting a small proportion of the view with the ZG Route visible to the north in Section B. In places the magnitude of change in the view would be negligible increasing to low adverse at the western end of the road. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Negligible	Negligible	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Roads within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low

Value of View: National or Regional and or Local

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.R11	Road	Woolavington Road, between Woolavington and Puriton	Medium	Local	Medium	0m	The F Route passes over the road and receptors have views over hedgerows along the overhead line south up Puriton Ridge and north across the Levels in Section B. Views north are filtered by roadside hedgerows and tree field boundaries and include the ZG Route with Brent Knoll and the Mendip Hills in the distance. Views south up Puriton Ridge are filtered and obscured by roadside hedgerows and properties. In places views are filtered or obscured by hedgerows, trees and properties. To the west views east include the F Route on Puriton Ridge. To the west beyond the F Route glimpsed open and filtered views north are available to the ZG Route and views south extend across fields to the top of Puriton Ridge at Chisland Covert and Home Covert.	During construction: Low adverse Views of construction works would be short-term, fleeting and typically would be distant or screened by roadside hedgerows, vegetation and landform. Receptors would experience the greatest adverse magnitude of effect for a short section of the road where there would be views of construction works and receptors pass under temporary scaffolding associated with construction of the new 400kV overhead line further west and removal of the F Route closer in the view. For this short section of road receptors would experience views along the construction areas across the Levels and passing over Puriton Ridge. Receptors would have views of construction works for the new 400kV overhead line to the south on Puriton Ridge. During operation: Low adverse The F Route would be removed from views in the short and medium-term. The new 400kV overhead line would be visible in the short and medium-term and in fleeting views. The new 400kV overhead line would pass over the road west of the F Route removed and receptors would experience the greatest adverse magnitude of effect for a short section of the road where there would be views above hedgerows south along the new 400kV overhead line up Puriton Ridge and north across the Levels visible above trees and filtered in places. In the western section of the road views south would include a new 400kV overhead line near the top of Puriton Ridge at Chisland Covert and down the ridge filtered by roadside trees and hedgerow trees. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.25, A1.26, A1.27, A1.28, A1.29 and A1.30	N/A
A1.R12	Road	Roads within the settlement of Woolavington including Meadway, Darkfield Way, Oldfield Road, Crossmead and Edgebury	Low	Local	Low	580m	Views vary with many screened by properties. Some roads (mainly those running north south) have open direct and oblique views north over property rooftops and at gaps between buildings north across the Levels in Section B with the ZG Route partly visible above trees and vegetation in the distance. Brent Knoll and the Mendip Hills are also visible in the distance.	During construction: Negligible Where distant views north are available over property rooftops receptors would have short-term glimpsed views of cranes and at-height works just visible above trees removing the F Route and constructing the new 400kV overhead line. During operation: Negligible Where distant views north are available over property rooftops receptors would have short and medium-term glimpsed views towards the new 400kV overhead line just visible in the distance across the Levels and above trees in Section B. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
A1.R13		Roads within the settlement of Puriton	Low	Local	Low	450m	Views from most roads are screened by properties and trees. On Puriton Park for a short section on the settlement edge receptors have views east over a hedge and through trees across undulating landform of the ridge and above field boundary hedgerows and trees, with the top of the F Route visible in the distance.	During construction: Negligible On most roads there would be no change in views due to screening by properties meaning construction activities would not be visible. In the short-term on a section of Puriton Park on the edge of Puriton at-height works and cranes would be temporarily visible above landform, hedges and trees to the east in the distance on Puriton Ridge. During operation: Negligible On most roads there would be no change in views due to screening by properties meaning the new 400kV overhead line would not be visible. In the short and medium-term a low adverse magnitude of effect would be experienced in views Off Puriton Park on the eastern edge of Puriton where the new 400kV overhead line would be visible above landform, field hedges and trees and closer in views than the F Route removed. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	A1.20	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Miscellaneous receptors within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.M1	Village Hall	Woolavington Village Hall (single storey)	Medium	Local	Medium	639m	Views from front windows north across the Levels above property rooftops and garden trees opposite with the F Route and the ZG Route visible in the distance above trees across the Levels in Section B.	During construction: Low adverse In the short-term at-height works and cranes removing the F Route and constructing the new 400kV overhead line would be visible in the distance above property rooftops and garden trees opposite. During operation: Low adverse In the short and medium-term the F Route would be removed from views and the new 400kV overhead line would be visible in the distance further east above property rooftops and garden trees opposite. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.M2	School	Woolavington Village Primary School, Higher Road, Woolavington	Medium	Local	Medium	479m	Views from the school building are largely screened by adjacent properties and trees. Views north through the entrance reception windows include a small section of the F Route and the ZG Route between properties with pylons visible in the distance across the Levels above trees. From the playing fields views are available north and west across the Levels and up Puriton Ridge with trees to the boundary filtering some views with the F Route and the ZG Route visible but filtered in places.	During construction: Low adverse Views from most windows would be screened by adjacent properties and trees. Views north through the entrance reception windows would include at-height works and cranes visible for a short duration removing the F Route and constructing the new 400kV overhead line in the distance above property rooftops and garden trees opposite. From the playing fields at-height works and cranes removing the F Route and constructing the new 400kV overhead line would be just visible in the short-term in distant filtered views through trees to the north and west. During operation: Low adverse In the short and medium-term the F Route would be removed from views in the distance and the new 400kV overhead line would be visible slightly closer and further east above property rooftops and garden trees opposite. From the playing fields the new 400kV overhead line would be just visible in the distance in filtered views through trees to the north and west. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low

Value of View: National or Regional and or Local

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H1	Residential Property	Manor Farm, Horsey Lane, Horsey, Bridgwater (2 storey property)	High & Medium	Local	Medium	165m	Open rear views north and side views east and west are available from the property towards boundary trees and across the Levels to Puriton Ridge. Outbuildings to the rear of the property screen lower views north. The VQ Route north of the property across Horsey Level is visible above outbuildings and trees and in places through boundary tree and hedge filtering to the north and east. Lower elevations of the overhead line are screened. The F Route is visible in places further away to the east above trees. From the property garden views are available towards the VQ Route with a pylon in direct views north.	During construction: Moderate adverse Effects during construction would be temporary and experienced for the short-term. Receptors of medium sensitivity would experience a moderate adverse magnitude of effect in views where construction works and temporary pylons would be seen in close vicinity with a large proportion of the view affected for the short-term, although there would be some screening from trees and outbuildings which would minimise the scale of change. In views working areas, construction activity, at-height works and for a short period cranes constructing the temporary pylons on the VQ Route and the new Bridgwater Tee lattice terminal pylons and CSE compounds, and the new 400kV overhead line supported by T-pylons, would be temporarily visible to the north of the property above trees and outbuildings and filtered through boundary tree and hedge planting with work operations close to the boundary of the property. The temporary pylons and construction works would be seen close to receptors with a large proportion of the view affected for the short-term, in particular in views from the property garden. Views would be temporary and include work operations across Horsey Level and on Puriton Ridge with work traffic visible on the access route connecting to Horsey Lane, used to access the property. During operation: Moderate adverse In the short and medium-term receptors of medium sensitivity would experience a partial alteration to the existing view where a moderate proportion of the view would be affected. There would be some screening and backgrounding that would minimise the scale of change. The new Bridgwater Tee connection lattice terminal pylons on the VQ Route would replace the existing lattice suspension pylons. The pylons would be visible above trees and outbuildings and from the property garden and would be larger structures constructed of thicker gauge steel. The Bridgwater Tee CSE compounds and the new 400kV overhead line supported by T-pylons would be visible beyond and across Horsey Level above outbuildings and boundary trees and hedges with some filtered views northwest through boundary vegetation. The new 400kV overhead line supported by T-pylons would also be visible on Puriton Ridge in the distance. Views would largely be oblique from side windows with direct views from the garden including the new lattice terminal pylons, the top of the Bridgwater Tee CSE compound gantries and the new 400kV overhead line supported by T-pylons, visible above boundary trees and farm buildings. After 15 years: Moderate adverse In the long-term views of the Bridgwater Tee connection lattice terminal pylons and the new 400kV overhead line T-pylons would remain the same as those for immediately on completion. However around the Bridgwater Tee CSE compounds tree and shrub planting would have established to provide a more robust screen of the lower parts of the CSE compounds in views with only the tops of gantries and sealing ends visible. The proposed 400kV overhead line and the VQ Route to be upgraded to 400kV would remain in views with lower parts of pylons filtered or screened in places by hedgerows and screen planting.	Moderate adverse	Moderate adverse	Moderate adverse	A1.7	N/A
A1.H2	Residential Property	Properties on Horsey Lane, Horsey, Bridgwater (2 storey properties and a single bungalow)	High & Medium	Local	Medium	410m	Properties have views north across Horsey Level towards Puriton Ridge with the VQ Route visible above trees and in places through boundary tree and hedge filtering to the north and east. Lower elevations of the overhead line are screened. The F Route is visible in places further away to the northeast on Puriton Ridge and in oblique views east. Properties on the north side of the road have open rear views with lower screening from garden hedgerows. Properties on the south side of the road have views obscured by properties opposite with views through gaps between properties. The single bungalow to the north of the two storey properties has views screened by trees and vegetation.	During construction: Low adverse In the short-term properties on the north side typically would experience effects of low adverse magnitude during construction where at-height works, cranes and pylon erection of the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds would be visible to the north above field trees beyond the VQ Route across Horsey Level and on Puriton Ridge. Effects of minor adverse magnitude typically would be experienced by properties on the south side of the linear settlement where construction of the new 400kV overhead line would be visible above and between properties and trees opposite with cranes and pylon erection visible. It is anticipated that construction machinery associated with the Bridgwater Tee CSE compounds would also be visible above properties and trees. A negligible effect would be experienced by the bungalow north of Horsey Lane where views are screened. Properties would also have some temporary views of the F Route being removed on Puriton Ridge and to the east with at-height works and cranes visible for a short period. During operation: Low adverse Properties on the north side would have short and medium-term views of the top of the new 400kV overhead line supported by T-pylons above field trees across Horsey Level beyond the VQ Route and passing over Puriton Ridge. It is anticipated that the top of the eastern most Bridgwater Tee CSE compound gantries would be visible above trees with the western Bridgwater Tee CSE compound screened by trees. Properties on the south side would have views largely screened by properties opposite with views available above and at gaps between properties. The F Route would be removed from distant views east and northeast on Puriton Ridge. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately on completion. However around the eastern most Bridgwater Tee CSE compound tree and shrub planting would have matured to provide a more robust screen of the lower parts of the CSE compound in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	A1.4 and A1.6	VPA9
A1.H3	Residential Property	Board's Farm, Horsey Lane, Horsey, Bridgwater (2 storey house)	High & Medium	Local	Medium	525m	Receptors have side views from upper storeys and rear oblique views from lower and upper storeys across Horsey Level towards Puriton Ridge with the VQ Route visible above trees to the north and east. Lower elevations of the VQ Route are screened. The F Route is visible in oblique distant views further away to the northeast on Puriton Ridge and to the east.	During construction: Low adverse In the short-term at-height works, cranes and pylon erection of the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds would be visible to the north above field trees beyond the VQ Route across Horsey Level and on Puriton Ridge. Receptors would have oblique temporary views of the F Route being removed on Puriton Ridge and to the east with at-height works and cranes visible for a short period. During operation: Low adverse In the short and medium-term receptors would have views of the top of the new 400kV overhead line supported by T-pylons above field trees across Horsey Level beyond the VQ Route and passing over Puriton Ridge in the distance. The Bridgwater Tee CSE compounds would be largely filtered and screened by trees with the top of the gantries anticipated to be visible above. The F Route would be removed from distant views east and northeast on Puriton Ridge. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately on completion. However the Bridgwater Tee CSE compounds tree and shrub planting would have matured to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	A1.3	VPA2

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H4	Residential Property	Properties on the north side of the A39 Bath Road (at the Bradney Lane junction), Horsey, Bridgwater (mainly bungalows and some 2 storey semi-detached houses)	High & Medium	Local	Medium	390m	The bungalows have rear views north and west largely filtered or screened by garden planting and mature trees along the disused railway adjacent. A small number of two storey properties have some open and filtered views north and west above and through gaps in trees and vegetation along the disused railway. Views are across Horsey Level towards Puriton Ridge and include the VQ Route. Properties have front upper and lower storey views of the VQ Route visible above hedges, trees and in places properties to the east and south where it passes over Bath Road close to the northern most property and continues south across views. The F Route is visible above trees further east in the distance beyond the VQ Route.	During construction: Low adverse In the short-term property receptors would experience a negligible magnitude of effect during construction where views north towards construction of the new 400kV overhead line and Bridgwater Tee CSE compounds would typically be screened. Views of at-height works and cranes removing the F Route would be temporarily visible in the distance above trees to the east beyond the VQ Route. A small number of two storey properties with upper storey views would experience a low adverse magnitude of effect where at-height works, cranes and pylon erection of the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds would be visible to the north above field trees beyond the VQ Route across Horsey Level and on Puriton Ridge. During operation: Low adverse In the short to medium-term the F Route would be removed from distant views east above trees. A small number of two storey properties would have upper storey views through mature trees along the disused railway to the top of the new 400kV overhead line supported by T-pylons and the top of the eastern most Bridgwater Tee CSE compound at Horsey Level and the new 400kV overhead line on Puriton Ridge. Receptors in the remaining bungalows would not have views of the Proposed Development due to tree screening to garden boundaries and along the disused railway adjacent. After 15 years: Low adverse In the long-term for a small number of two storey properties receptor views of the new 400kV overhead line would remain the same as those for immediately on completion. However 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 eastern most CSE compound in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H5	Residential Property	Properties on south side of A39 Bath Road at Horsey Lane junction, Horsey, Bridgwater (2 storey semi-detached houses and bungalows)	High & Medium	Local	Medium	625m	Upper and lower storey views from front and side facades towards Horsey Level and Puriton Ridge with the VQ Route visible. Trees, vegetation and properties along Bath Road partially obscure and filter views. Properties have some rear views of the VQ Route and the F Route visible above and beyond hedges and trees to the east.	During construction: Low adverse In the short-term at-height works and temporarily cranes constructing the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds would be partially visible and filtered in places to the north between properties and above trees in the distance across Horsey Level and on Puriton Ridge. At-height works and cranes removing the F Route would be temporarily visible in oblique views above trees to the east beyond the VQ Route. During operation: Low adverse In the short to medium-term the new 400kV overhead line supported by T-pylons would be partially visible and filtered in places between properties and above trees in the distance across Horsey Level and on Puriton Ridge. The F Route would be removed from oblique views above trees to the east beyond the VQ Route. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H6	Residential Property	Properties on south side of A39 Bath Road at Bradney Lane junction, Horsey, Bridgwater (2 storey semi-detached houses)	Medium	Local	Medium	465m	Upper storey views from front windows filtered by trees in foreground with properties opposite screening some views in particular from lower storeys. The top of the VQ Route is visible in places above and beyond trees and properties to the north and east where it passes over Bath Road and Bradney Lane. The F Route is visible in the distance in oblique views northeast and east.	During construction: Low adverse In the short-term construction of the new 400kV overhead line supported by T-pylons would be visible above and between properties and trees along the dismantled railway opposite with cranes and pylon erection temporarily visible above and beyond the VQ Route. Construction machinery associated with the Bridgwater Tee CSE compound would also be visible above properties and trees. At-height works and cranes removing the F Route would be temporarily visible in the distance above trees in oblique views northeast and east. During operation: Low adverse In the short and medium-term the new 400kV overhead line supported by T-pylons would be visible between properties and above trees in the distance across Horsey Level and on Puriton Ridge. The Bridgwater Tee CSE compounds would not be visible due to screening by properties and trees opposite. The F Route would be removed from oblique views northeast and east. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H7	Residential Property	Bradney Cottage, Bradney Lane, Bradney, Bridgwater (2 storey detached house)	High & Medium	Local	Medium	850m	Rear and side views north towards Puriton Ridge and east and west across the Levels. The F Route is visible to the east and northeast on Puriton Ridge above hedgerows, with views filtered in places by boundary trees. The VQ Route is visible to the northwest beyond boundary trees and hedges. Trees adjacent along Bradney Lane filter or screen views in places.	During construction: Low adverse Receptors would experience a minor adverse magnitude of effect where construction of the new 400kV overhead line supported by T-pylons would be visible in the short-term in oblique distant views beyond the VQ Route with cranes erecting pylons temporarily visible on the Levels and Puriton Ridge. At-height works and cranes removing the F Route would be closer and visible to the northeast and east. During operation: Low adverse The new 400kV overhead line supported by T-pylons would be visible in the short and medium-term in the distance on Horsey Level and Puriton Ridge. The Bridgwater Tee CSE compounds would not be visible due to screening by trees and properties. The F Route would be removed from oblique views northeast and east. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H8	Residential Property	Bradney House, Bradney Lane, Bradney, Bridgwater (2 storey detached house)	High & Medium	Local	Medium	840m	Open and filtered upper, lower, rear and side views across fields with the VQ Route visible in close proximity where it crosses fields northwest, west and south of the property. Receptors have rear views east and south of the F Route visible above hedges and trees across fields.	During construction: Low adverse In the short-term construction of the new 400kV overhead line supported by T-pylons would be visible in the distance beyond the VQ Route with cranes erecting pylons temporarily visible on the Levels and Puriton Ridge. At-height works and cranes removing the F Route would be temporarily visible to the east and south. During operation: Low adverse In the short and medium-term the new 400kV overhead line supported by T-pylons would be visible in the distance on Horsey Level and Puriton Ridge. The Bridgwater Tee CSE compounds would not be visible due to screening by trees and properties. The F Route would be removed from oblique views northeast and east. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H9	Residential Property	Number 47 Bath Road, Bridgwater (2 storey detached house)	High & Medium	Local	Medium	470m	Open views from front and rear upper and lower storeys across Horsey Level and along the A39 Bath Road. Views south include the VQ Route where it passes over the A39 Bath Road close to the property. Views northeast include Puriton Ridge with the F Route visible to the northeast at Knowle passing over Puriton Ridge.	During construction: Moderate adverse Effects during construction would be temporary and experienced for the short-term. Receptors of medium sensitivity would experience a moderate adverse magnitude of effect in views where the construction compound, access road and works would be seen in close vicinity along with temporary pylons further west. A large proportion of receptor views would be affected for the short-term, although there would be some backgrounding from trees which would minimise the scale of change. Views west would include the site compound and works access route adjacent to the property. Receptors would have oblique views across Horsey Level towards the construction compound, working areas, site traffic and construction machinery erecting the temporary pylons, the Bridgwater Tee lattice terminal pylons and associated CSE compounds and the new 400kV overhead line supported by T-pylons. To the northeast at-height works and cranes removing the F Route would be temporarily visible above hedgerows and trees across the Levels and on Puriton Ridge at Knowle. During operation: Moderate adverse In the short and medium-term receptors of medium sensitivity would experience a moderate adverse magnitude of effect with a partial alteration to the view. The introduction of the Bridgwater Tee lattice terminal pylons, the associated CSE compounds and the new 400kV overhead line supported by T-pylons would be visible across the view but more distant beyond the VQ Route lattice pylons. A moderate proportion of the view would be affected and views north would include the new 400kV overhead line, supported by T-pylons, passing over Puriton Ridge in the distance with some filtering by trees across the Levels and limited backgrounding by the landform of Puriton Ridge. The F Route would be removed from side oblique views. After 15 years: Moderate adverse In the long-term views of the Bridgwater Tee lattice terminal pylons and the new 400kV overhead line would remain the same as those for immediately on completion. However around the Bridgwater Tee CSE compounds tree and shrub planting would have established to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Moderate adverse	Moderate adverse	Moderate adverse	N/A	N/A
A1.H10	Residential Property	Number 70 Lyndhurst on A39 Bath Road, Bridgwater (bungalow)	High	Local	Medium	665m	Front views west over roadside hedgerow across Bath Road and Horsey Level with the VQ Route visible in to the southwest of the view crossing Horsey Level. The Morrisons distribution warehouse, M5 motorway and two ZG Route pylons are visible in the distance to the west and northwest. Rear direct views east across the Levels and oblique views northeast towards Puriton Ridge include the F Route visible above hedges and trees.	During construction: Low adverse In the short-term receptors of medium sensitivity would have temporary views west across Horsey Level towards construction of the new 400kV overhead line and associated Bridgwater Tee lattice terminal pylons and CSE compounds. Views would include temporary pylons on the VQ Route visible to the southwest. A moderate proportion of the view would be affected for the short-term. Rear direct views east across the Levels and oblique views northeast towards Puriton Ridge would include at-height works and cranes removing the F Route temporarily visible in a low proportion of the view above hedges and trees. During operation: Moderate adverse In the short and medium-term receptors of medium sensitivity would have a partial alteration to the existing view with a moderate proportion of views affected. Views west across Horsey Level would include the new 400kV overhead line, supported by T-pylons, and associated Bridgwater Tee lattice terminal pylons and CSE compounds connecting to the VQ Route. The F Route would be removed from rear direct views east across the Levels and oblique views northeast towards Puriton Ridge. After 15 years: Moderate adverse In the long-term views of the Bridgwater Tee lattice terminal pylons and the new 400kV overhead line, supported by T-pylons, would remain the same as those for immediately on completion. However around the Bridgwater Tee CSE compounds tree and shrub planting would have established to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Moderate adverse	Moderate adverse	A1.9	N/A
A1.H11	Residential Property	83 Bath Road, Bridgwater (bungalow)	High	Local	Medium	605m	Front window view east through driveway entrance between boundary hedge with an F Route pylon visible in the distance above hedgerows and trees passing over King's Sedgemoor Drain. Receptors have views west across Horsey Level from the rear of the property, including from a conservatory. Views include the M5 motorway with the Morrisons distribution centre visible in the distance and the VQ Route to the southwest.	During construction: Low adverse In the short-term receptors of medium sensitivity would have views east from a front window with at-height works and cranes temporarily visible above hedgerows and trees removing the F Route pylon visible. Receptors would have views west across Horsey Level towards construction of the new 400kV overhead line and associated Bridgwater Tee lattice terminal pylons and CSE compounds. Views would include temporary pylons on the VQ Route visible to the southwest, working areas, site traffic and construction machinery erecting the new 400kV overhead line and associated Brigwater Tee terminal pylons and CSE compounds at the connection to the VQ Route with views filtered in places by garden hedgerow. During operation: Moderate adverse In the short and medium-term the F Route would be removed from views east with a low beneficial magnitude of effect in views. In views west across Horsey Level the new 400kV overhead line supported by T-pylons would be visible across the view with the Bridgwater Tee lattice terminal pylons and CSE compounds in oblique views to the southwest at the connection to the VQ Route. In the short and medium-term receptors of medium sensitivity would have a partial alteration to the existing view with a moderate proportion of views affected. Receptors would experience a moderate adverse magnitude of effect in views. After 15 years: Moderate adverse In the long-term views of the new 400kV overhead line, supported by T-pylons, and the Bridgwater Tee lattice terminal pylons would remain the same as those for immediately on completion. However around the Bridgwater Tee CSE compounds tree and shrub planting would have established to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Moderate adverse	Moderate adverse	A1.9 and A1.10	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H12	Residential Property	2 properties on east side of A39 including Sunset View (2 storey)	High & Medium	Local	Medium	650m	Receptors have upper storey views west and southwest above roadside hedgerows and across Horsey Level to the M5 motorway and Morrison's distribution centre. The VQ Route is visible in the oblique view southwest. One property has a lower storey view through a gap in the hedge on the opposite side of the road. Properties have upper storey rear views east across fields with the F Route visible in heavily filtered views by garden trees.	During construction: Low adverse In the short-term across Horsey Level construction works associated with the new 400kV overhead line and Bridgwater Tee CSE compounds would be temporarily visible from upper storeys including at-height works and cranes. The construction compound off Bath Road would be visible in oblique views to the southwest. Views east towards at-height works and cranes removing the F Route would be heavily filtered by garden trees. During operation: Low adverse In the short and medium-term the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds would be visible above mature hedgerows across Horsey Level connecting to the VQ Route. Views from the rear upper storey of properties would have a low beneficial magnitude of effect where the F Route would be removed from heavily filtered views through trees. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately 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 CSE compounds in views southwest with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	A1.10 and A1.11	N/A
A1.H13	Residential Property	85 Bath Road, Bridgwater (2 Storey)	High & Medium	Local	Medium	580m	Open front views east along King's Sedgemoor Drain and across fields towards the F Route extending across the view in the distance. Rear views west along King's Sedgemoor Drain to Puriton Ridge and across Horsey Level with the VQ Route visible to the southwest. The M5 motorway and Morrison's distribution centre are also visible to the west beyond fields.	During construction: Low adverse In the short-term receptors would have views east with at-height works and cranes temporarily visible above hedgerows and trees removing the F Route. Receptors would have views west along King's Sedgemoor Drain, across Horsey Level and to Puriton Ridge with working areas, site traffic and construction machinery erecting the new 400kV overhead line with views filtered in places by garden trees. Oblique views southwest across Horsey Level would include temporary pylons on the VQ Route and the construction of the associated Bridgwater Tee lattice terminal pylons and CSE compounds at the connection to the VQ Route with views filtered in places by garden trees. The construction compound off Bath Road would be just visible in oblique views to the south. Receptors of medium sensitivity would have a moderate proportion of the view affected for the short-term with a low adverse magnitude of effect experienced in views. During operation: Moderate adverse In the short and medium-term the F Route would be removed from views east with a low beneficial magnitude of effect in views. In views west along King's Sedgemoor Drain, across Horsey Level and on Puriton Ridge the new 400kV overhead line supported by T-pylons would be visible across the view with the Bridgwater Tee lattice terminal pylons and CSE compounds in oblique views to the southwest at the connection to the VQ Route. In the short and medium-term receptors of medium sensitivity would have a partial alteration to the existing view with a moderate proportion of views affected. This would result in a moderate adverse magnitude of effect in receptor views. After 15 years: Moderate adverse In the long-term views of the new 400kV overhead line, supported by T-pylons, and the Bridgwater Tee lattice terminal pylons would remain the same as those for immediately on completion. However around the Bridgwater Tee CSE compounds tree and shrub planting would have established to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Moderate adverse	Moderate adverse	A1.9 and A1.10	N/A
A1.H14	Residential Property	Knowle Lodge on A39 Puriton Hill at Crandon Bridge, at the junction with the A39 Bath Road (bungalow)	High	Local	Medium	595m	Property views are largely heavily filtered or screened by boundary trees, hedgerows, adjacent woodland trees and properties opposite. Front property views south and southeast include traffic signals in the foreground and are partially obscured by trees along King's Sedgemoor Drain with the F Route visible in the distance above trees. Views northwest to Puriton Ridge and Knowle Hall are heavily filtered by boundary trees.	During construction: Negligible In the short-term at-height works and cranes would be temporarily visible above trees in the distance to the south and southwest removing the F Route. Heavily filtered views northwest would include temporary work operations for the new 400kV overhead line on Puriton Ridge beyond Knowle Hall. During operation: Negligible In the short and medium-term a negligible magnitude of effect would be experienced in views south and southwest where the F Route would be removed from distant views. A negligible magnitude of effect would be experienced in very oblique views northwest heavily filtered in the foreground looking up to Puriton Ridge with the new 400kV overhead line visible beyond Knowle Hall. Views would be screened in the summer when leaves are on the trees. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
A1.H15	Residential Property	Number 94, A39 Bath Road at Knowle Hill (2 storey property)	High & Medium	Local	Medium	735m	Views north and west heavily filtered and obscured by roadside trees and trees on Knowle Hill. Views include Puriton Ridge and Knowle Hall. Views southeast heavily filtered and screened by trees to property boundary. The F Route is visible through tree filtering in oblique views.	During construction: Low adverse In the short-term cranes and pylon erection associated with construction of the new 400kV overhead line up Puriton Ridge in the distance would be heavily filtered by trees in very oblique views northwest. At-height works and cranes removing the F Route would temporarily be just visible in heavily filtered views southeast. During operation: Low adverse In the short and medium-term the new 400kV overhead line up Puriton Ridge would be just visible in the distance to the northwest in very oblique views heavily filtered by trees. The F Route would be removed from heavily filtered views. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.12	N/A
A1.H16	Residential Property	2 Bungalows No's 96 and 98 on A39 Bath Road at Knowle Hill	High	Local	Medium	780m	Receptors have heavily filtered views northwest towards Puriton Ridge, with filtering by boundary and roadside trees. Rear views south filtered by garden boundary trees include the F Route.	During construction: Low adverse In the short-term receptors would have distant heavily filtered and obscured oblique views of cranes and pylon erection associated with construction of the new 400kV overhead line on Puriton Ridge. At-height works and cranes removing the F Route would be just visible in heavily filtered views south. During operation: Low beneficial In the short and medium-term the new 400kV overhead line up Puriton Ridge would be visible in the distance to the northwest in very oblique views heavily filtered by trees and partially obscured by the boundary fence to the property. The F Route would be removed from filtered views south. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H17	Residential Property	Two storey properties on A39 Bath Road at Knowle Hill	High / Medium	Local	Medium	865m	Properties have rear filtered views with front views generally screened by Knowle Hill opposite and trees. Rear oblique filtered views across fields and along the VQ Route and the F Route in the distance. Some properties have heavily filtered views.	During construction: Low adverse In the short-term at-height works and cranes removing the F Route would be temporarily visible in filtered views south. At-height works and cranes associated with construction of the new 400kV overhead line and Bridgwater Tee CSE compounds across Horsey Level in the distance would be temporarily visible above trees in oblique filtered views southwest. During operation: Low beneficial In the short and medium-term the F Route would be removed from filtered views south. The new 400kV overhead line supported by T-pylons across Horsey Level would be visible above trees in the distance to the southwest in oblique filtered views. After 15 years: Low beneficial In the long-term views of the new 400kV overhead line would remain the same as those for immediately 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 CSE compounds in views southwest with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
A1.H18	Residential Property	Knowle Hill Farm, Crancombe Lane, Knowle (2 storey house)	High & Medium	Local	Medium	715m	Receptors have direct and oblique views northeast and east of the F Route visible above trees and hedgerows along Crancombe Lane. No views west or south are available due to screening by trees and landform.	During construction: Low adverse In the short-term at-height works and cranes removing the F Route would be temporarily visible above trees and hedgerows. During operation: Low beneficial In the short and medium-term the F Route would be removed from views northeast and east. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
A1.H19	Residential Property	Property off the A39 Bath Road, adjacent to the M5 motorway and Mole Valley Farmers with adjacent/associated vehicle motoring business (2 storey detached)	Medium	Local	Medium	830m	Receptors have oblique filtered views north towards the VQ Route visible above built form and trees across Horsey Level with Puriton Ridge beyond.	During construction: Low adverse In the short-term receptors would have oblique views of at-height works and cranes temporarily visible above properties and trees constructing the new 400kV overhead line and the Bridgwater Tee CSE compounds. Distant views would include construction of the 400kV overhead line on Puriton Ridge. During operation: Low adverse In the short and medium-term receptors would have oblique views north with the top of the new 400kV overhead line supported by T-pylons visible in oblique views across Horsey Level and passing over Puriton Ridge, beyond the VQ Route. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H20	Residential Property	Little Sydenham Farm, off the A39 Bath Road adjacent to the M5 motorway (2 storey)	Medium	Local	Medium	465m	Receptors have upper storey views east and northeast over and between farm sheds and across the M5 motorway to Horsey Level and Puriton Ridge beyond the VQ Route. The M5 and an existing wood pole overhead line in the foreground with the Wicker Man sculpture and Morrison's distribution centre visible in some views north.	During construction: Low adverse In the short-term at-height works, cranes and pylon erection of the proposed 400kV overhead line and Bridgwater Tee CSE compounds would be temporarily visible above and between farm buildings to the north of the M5 motorway, above field trees and beyond the VQ Route across Horsey Level and on Puriton Ridge. Receptors would have distant views of the F Route being removed on Puriton Ridge and to the east with at-height works and cranes visible for a short period. During operation: Low adverse In the short and medium-term receptors would have some upper storey views of the top of the new 400kV overhead line supported by T-pylons above field trees across Horsey Level beyond the VQ Route and passing over Puriton Ridge in the distance. The western Bridgwater Tee CSE compound would be visible above hedges and trees. The F Route would be removed from distant views east and northeast on Puriton Ridge. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately on completion. However the western Bridgwater Tee CSE compound tree and shrub planting would have matured to provide a more robust screen of the lower parts of the CSE compound in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H21	Residential Property	Kings Down residential development of new 2 and 3 storey homes, Kings Drive. 2 and 3 storey properties	High & Medium	Local	Medium	470m	Views northeast and east across the M5 motorway to Horsey Level and Puriton Ridge with the VQ Route in the foreground and passing close to the northern boundary of the housing development. The F Route is visible in distant views to the east above field trees. The M5 and an existing wood pole overhead line in the foreground with the Wicker Man sculpture and Morrison's distribution centre visible in some views north.	During construction: Low adverse The M5 motorway and the VQ Route are visible in the foreground. In the short-term properties on the settlement edge would have views to Horsey Level and the top of Puriton Ridge with construction of the new 400kV overhead line visible. Cranes used in construction of the Bridgwater Tee CSE compounds would also be visible, largely above existing trees, where the new 400kV overhead line connects to the VQ Route. Properties in the development typically would have views screened by built form with some occasional glimpsed oblique views at gaps in properties similar to those on the settlement edge. During operation: Low adverse In the short and medium-term properties on the settlement edge would have the new 400kV overhead line in views across Horsey Level and at the top of Puriton Ridge. The western Bridgwater Tee CSE compound would be visible above existing trees where the new 400kV overhead line supported by T-pylons connects to the VQ Route. Properties within the development typically would have views screened by built form with some occasional glimpsed oblique views at gaps in properties similar to those on the settlement edge. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately on completion. However the Bridgwater Tee CSE compound tree and shrub planting would have matured to provide a more robust screen of the lower parts of the CSE compound in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	A1.1	VPA1

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H22	Residential Property	Property at South Hills on private track off A39 Puriton Hill near entrance to Claremont	High & Medium	Local	Medium	695m	Elevated expansive long distance views across Horsey Level and the wider Levels landscape to the Quantock Hills. Views include the VQ Route across Horsey Level and the M5 motorway with the Morrison's distribution centre, King's Down residential development and Bridgwater beyond in the middle distance.	During construction: Low adverse In the short-term receptors would have views down to Horsey Level towards construction operations for the new 400kV overhead line supported by T-pylons and associated Bridgwater Tee CSE compounds at the connection to the VQ Route. The site compound and lay down area would also be visible adjacent to the A39 Bath Road. Construction operations would form a small part of expansive views. During operation: Low adverse In the short and medium-term receptors would have expansive views down towards the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds across Horsey Level connecting to the VQ Route with pylons backgrounded by fields. The Proposed Development would form a small part of expansive views. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately on completion. However the Bridgwater Tee CSE compound tree and shrub mitigation planting would have matured to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	A1.18	N/A
A1.H23	Residential Property	Property at South Hills on private track off A39 Puriton Hill	High & Medium	Local	Medium	680m	Elevated but heavily filtered long distance views from side windows across the track and down towards Horsey Level and the Quantock Hills in the distance. Trees along the track heavily filter views with the VQ Route visible across Horsey Level and the M5 motorway with the Morrison's distribution centre, King's Down residential development and Bridgwater beyond in the middle distance.	During construction: Low adverse In the short term receptors would have heavily filtered side window views down to Horsey Level towards construction of the 400kV overhead line and associated Bridgwater Tee CSE compounds at the connection to the VQ Route. The site compound and lay down area would also be visible adjacent to the A39 Bath Road. Construction operations would form a small part of expansive views. During operation: Low adverse In the short and medium-term receptors would have heavily filtered views down towards the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds across Horsey Level connecting to the VQ Route with pylons backgrounded by fields. The Proposed Development would form a small part of expansive views. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately on completion. However the Bridgwater Tee CSE compound tree and shrub mitigation planting would have matured to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	A1.18	N/A
A1.H24	Residential Property	Property on A39 Puriton Hill at Home Covert	High & Medium	Local	Medium	305m	Elevated expansive long distance views across Horsey Level and the wider Levels landscape to the Quantock Hills. Views include the VQ Route across Horsey Level and the M5 motorway with the Morrison's distribution centre, King's Down residential development and Bridgwater beyond in the middle distance. In places views are partially filtered by trees and shrubs along Bath Road.	During construction: Low adverse Effects during construction would have partially filtered views down to Horsey Level towards working areas, site traffic and construction machinery during erection of the 400kV overhead line and associated Bridgwater Tee CSE compounds at the connection to the VQ Route. The site compound and lay down area may be just visible in oblique views adjacent to the A39 Bath Road. Construction operations would form a small part of expansive views. During operation: Low adverse In the short and medium-term expansive partially filtered views down towards the new 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds across Horsey Level connecting to the VQ Route with pylons backgrounded by fields. The Proposed Development would form a small part of expansive views. After 15 years: Low adverse In the long-term views of the 400kV overhead line would remain the same as those for immediately on completion. However the Bridgwater Tee CSE compound tree and shrub mitigation planting would have matured to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H25	Residential Property	Caravan and property under construction off the layby on the A39 Puriton Hill near Knowle Park	High & Medium	Local	Medium	140m	Receptors have views north and west up Puriton Ridge towards Home Covert. Elevated expansive long distance views south across the Levels to the Quantock Hills, and down to the VQ Route and the M5 motorway, Morrison's distribution centre, and King's Down residential development in the middle distance. Boundary trees partially obscure and filter parts of the view.	During construction: Moderate adverse Effects during construction would be temporary and for the short-term with receptors experiencing a moderate adverse magnitude of effect. Receptors of medium sensitivity would have close views west and north of the new 400kV overhead line being constructed with a large proportion of the view affected. Views would include an access road, working areas, pylon erection and cranes visible on Puriton Ridge. Views south across Horsey Level and along the 400kV overhead line construction would be available including the temporary pylons on the VQ Route and the construction of the Bridgwater Tee lattice terminal pylons and CSE compounds. Work areas, machinery and construction traffic would be temporarily visible along with cranes during pylon erection. The site compound and lay down area would be visible in views adjacent to the A39 Bath Road. During operation: Moderate adverse In the short and medium-term receptors of medium sensitivity would have a partial alteration to existing views and the introduction of the Proposed Development in views. In views west and north the new 400kV overhead line supported by T-pylons would be visible passing over Puriton Ridge and in views south across Horsey Level along the overhead line to the connection to the VQ Route and associated new Bridgwater Tee lattice terminal pylons and CSE compounds. Receptors would have views towards the Proposed Development for the short and medium-term with a moderate proportion of the view affected. There would be some backgrounding by woodland, landform and Horsey Level which would minimise the scale of change from the present situation and receptors would experience a moderate adverse magnitude of effect in views. After 15 years: Moderate adverse In the long-term views of the new 400kV overhead line, supported by T-pylons, and the Bridgwater Tee lattice terminal pylons would remain the same as those for immediately on completion. However around the Bridgwater Tee CSE compounds tree and shrub planting would have established to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Moderate adverse	Moderate adverse	Moderate adverse	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H26	Residential Properties	Properties on the southern edge of Puriton along Puriton Park and Cypress Drive (2 storey)	Medium	Local	Medium	395m	Mix of open and filtered views south from rear upper storeys over garden boundary fencing towards woodland on the top of Puriton Ridge. The first two properties at the eastern end have open views south up Puriton Hill towards Home Covert. Other properties largely have views filtered by garden boundary trees and field trees.	During construction: Low adverse In the short-term construction of the 400kV overhead line would be temporarily visible in oblique open and filtered views over boundary fencing from rear upper storeys. Receptors would have oblique temporary views of working areas, the construction haul route, a pulling site, pylon erection and cranes for a short duration constructing the proposed 400kV overhead line at the top of the ridge. During operation: Low adverse In the short and medium-term the new 400kV overhead line would be visible in oblique open and filtered views over boundary fencing from rear upper storeys. Receptors would experience oblique views of the new 400kV overhead line in a small proportion of the view at the top of Puriton Ridge partially backgrounded by woodland at Chisland Covert. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.19	N/A
A1.H27	Residential Property	Properties on the eastern edge of Puriton along Puriton Park	High & Medium	Local	Medium	420m	Most properties are adjacent to woodland with views east heavily filtered and screened by woodland trees. A small number of properties on the northern end of Puriton Park have filtered views east through roadside trees across undulating landform of the ridge and above field boundary hedgerows and trees. The ZG Route is visible above trees across the Levels to the north in Section B.	During construction: Low adverse In the short-term most receptors would experience a negligible magnitude of effect with most views east heavily filtered and screened by adjacent woodland planting. A group of properties on the north-eastern settlement edge would experience a low adverse magnitude of effect. In the short-term cranes used to remove the F Route would be visible in the distance with construction cranes and pylon erection of the new 400kV overhead line visible closer in the view down Puriton Ridge and in places to the northeast across the Levels. Construction activity would be visible above ridge landform, trees and hedgerows across a large extent of the view. During operation: Low adverse In the short and medium-term most properties on the eastern settlement edge would experience a negligible magnitude of effect where views east are heavily filtered and screened by adjacent woodland planting. A group of properties on the north-eastern settlement edge would experience a low adverse magnitude of effect. The F Route would be removed in the distance with the new 400kV overhead line supported by T-pylons introduced closer in the view on Puriton Ridge and visible in places across the Levels in Section B. The top of the 400kV pylons and conductors would be visible above ridge landform, trees and hedgerows across a large extent of the view including the Levels to the northeast. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.20	N/A
A1.H28	Residential Property	Hillside Farm, Woolavington Road, Puriton (2 storey detached house)	High & Medium	Local	Medium	35m	Receptors have views up and across Puriton Ridge from side and rear facades with the F Route visible in direct and oblique middle distance views. From front lower and upper storeys receptors have views north across the Levels in Section B.	During construction: Moderate adverse In the short-term receptors of medium sensitivity would have a temporary access route through the grounds of the property with construction of the 400kV overhead line close to the property to the south and east on Puriton Ridge. Receptors would have views temporarily of work areas including a conductor pulling site for the new 400kV overhead line and pylon erection and cranes visible on Puriton Ridge and across the Levels in Section B. Construction work for removal of the F Route would be visible temporarily further east. Effects during construction would be temporary with construction seen in close vicinity with a large proportion of views affected for the short-term. Receptors of medium sensitivity would experience a moderate adverse magnitude of effect. During operation: Moderate adverse In the short and medium-term receptors would have a partial alteration to views and the introduction of the new 400kV overhead line supported by T-pylons in views to the south, where the F Route is presently further east and would be removed as part of development proposals. Receptors would have the new 400kV overhead line visible across a moderate proportion of the view on Puriton Ridge and in oblique views northeast across the Levels. A tension pylon would be visible close to the property and there would be some backgrounding by Puriton Ridge and woodland at the top of the ridge. Receptors of medium sensitivity would experience a moderate adverse magnitude of effect in views. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	A1.29	N/A
A1.H29	Residential Property	East Farm, Woolavington Road, Puriton (2 storey detached house)	High & Medium	Local	Medium	65m	Receptors have rear views south up Puriton Ridge with limited visibility of the F Route in oblique views east. Receptors have front oblique views northeast beyond boundary trees and over field trees across the Levels in Section B.	During construction: Moderate adverse In the short-term receptors of medium sensitivity would have views of construction works in close vicinity with a large proportion of views affected. Receptors would experience a moderate adverse magnitude of effect in views and would have temporary construction work areas including a conductor pulling site for the proposed 400kV overhead line introduced in views to the south. Overhead line construction including pylon erection and cranes would be visible over a short period in rear views on Puriton Ridge and in oblique front views above trees across the Levels in Section B. Construction work areas, machinery and temporary scaffolding over Woolavington Road associated with removal of the F Route and construction of the new 400kV overhead line would be just visible further east in oblique views. During operation: Moderate adverse In the short and medium-term receptors would have a partial alteration to views and the introduction of the new 400kV overhead line supported by T-pylons in rear views to the south beyond farm buildings. The F Route is presently further east and would be removed as part of development proposals. Receptors would have the new 400kV overhead line visible across a moderate proportion of the view on Puriton Ridge and in oblique views northeast filtered by garden trees. There would be some backgrounding to the south by Puriton Ridge and woodland at the top of the ridge. Receptors of medium sensitivity would experience a moderate adverse magnitude of effect in views. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	A1.28	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H30	Residential Property	Property on Woolavington Road west of Martland Farm, Puriton (single storey property surrounded by farm buildings)	High	Local	Medium	0m	Existing F Route passes close to property to east beyond boundary trees and farm buildings. Receptors have rear views along the F Route up Puriton Ridge. Front views north of the F Route across the Levels in Section B are screened by farm buildings and boundary trees.	During construction: Moderate adverse In the short-term receptors of medium sensitivity would have views of construction works in close vicinity with a large proportion of views affected. Receptors would experience a moderate adverse magnitude of effect in views and would have the construction haul road and bellmouths visible at the property driveway to the northwest on Woolavington Road and an access route adjacent to the east property boundary. Construction work areas including a conductor pulling site for the proposed 400kV overhead line would be introduced in views to the west and southwest. Overhead line construction including pylon erection and cranes would be visible over a short period in side views west and southwest on Puriton Ridge and in oblique front views beyond farm buildings. To the northeast temporary scaffolding would be visible over Woolavington Road. The F Route would be removed from adjacent to the east of the property with views heavily filtered and screened by boundary trees and vegetation and at-height works temporarily visible above. The F Route removal would also be visible in views south up Puriton Ridge along the F Route. During operation: Moderate adverse In the short and medium-term the F Route would be removed from rear views. Receptors would have a partial alteration to views and the introduction of the new 400kV overhead line supported by T-pylons in side views west and southwest on Puriton Ridge and oblique front views across the Levels in Section B. There would be some filtering in views by hedgerows to the property boundary. Receptors of medium sensitivity would have the new 400kV overhead line visible across a moderate proportion of the view and would experience a moderate adverse magnitude of effect in views. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	A1.26 and A1.27	N/A
A1.H31	Residential Property	Martlands Farm, Woolavington Road, Puriton (3 storey detached property)	High & Medium	Local	Medium	155m	Open views from front and rear upper and lower storeys with some filtering from garden and field trees and hedgerows. The F Route is visible in side views west and oblique views southwest on Puriton Ridge and in views north above trees across the Levels in Section B.	During construction: Low adverse In the short-term views would include construction work areas for the proposed 400kV overhead line and the F Route removal and would be introduced in views to the north above trees across the Levels in Section B, and to the west and southwest on Puriton Ridge. The 400kV overhead line construction including pylon erection and cranes would be visible temporarily in front upper storey views north above trees across the Levels in Section B and in side views above buildings to the west on Puriton Ridge. The proposed 400kV overhead line supported by T-pylons would be visible connecting to the ZG Route in Section B, with construction of a temporary 400kV overhead line and removal of two spans of the ZG Route temporarily visible. During operation: Low beneficial The F Route would be removed from side views west, rear views southwest and front views north where it is presently close to the property. In the short and medium-term the new 400kV overhead line would be visible further west than the F Route removed in views north across the Levels in Section B, and west and southwest on Puriton Ridge in Section A, visible in places above trees. The new 400kV overhead line supported by T-pylons would cross the front view of the property but further north than the F Route and partially filtered and obscured by trees to the property front garden resulting in a low adverse magnitude of effect. The proposed 400kV overhead line supported by T-pylons would be perceptible beyond the ZG Route to the north across the Levels. The new 400kV overhead line would be visible in very oblique views to the rear of the property and largely obscured by trees and adjacent buildings. Overall a low beneficial magnitude of effect would be experienced by receptors due to the new 400kV overhead line being further west than the F Route to be removed and less visible in rear views where existing views are along the F Route close to the property. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	A1.23 and A1.30	N/A
A1.H32	Residential Property	Property on Woolavington Road near the junction with Crockers Hill (2 storey house) closest to 132kV	High & Medium	Local	Medium	270m	Side views north across the road extend across the Levels and are filtered by roadside trees with the F Route and in the distance the ZG Route visible above trees in Section B. Front views west along Woolavington Road include the F Route passing over the road and on Puriton Ridge with a pylon in direct views.	During construction: Low adverse In the short-term construction of the proposed 400kV overhead line and the F Route removal and would be visible through roadside trees across the Levels to the north in Section B and passing over Woolavington Road and Puriton Ridge to the west and southwest. The 400kV overhead line construction including pylon erection and cranes would be temporarily visible in front upper storey views north above trees across the Levels in Section B and in side views above buildings to the west on Puriton Ridge. Views would include temporary scaffolding over Woolavington Road and the adjacent Axe Valley Veterinary Practice. Views would include construction of the proposed 400kV overhead line supported with T-pylons up to the connection with the ZG Route in Section B, construction of a temporary 400kV overhead line and removal of two spans of the ZG Route, and construction of the proposed 400kV overhead line supported by T-pylons perceptible beyond to the north. During operation: Low adverse In the short and medium-term the F Route would be removed from front and side views and the new 400kV overhead line supported by T-pylons would be introduced further west than the F Route removed in filtered middle distance views north across the Levels in Section B and west on Puriton Ridge in Section A passing over Woolavington Road, visible in places above trees. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.25	N/A
A1.H33	Residential Property	Properties on Higher Road, Woolavington, in Woolavington (2 storey houses and bungalows)	High & Medium	Local	Medium	505m	Open views north across the Levels above properties and trees from some 2 storey houses with the F Route and in the distance the ZG Route visible above trees in Section B. Views generally obscured from bungalows and other properties with some views available above in places.	During construction: Low adverse Views north would include construction of the proposed 400kV overhead line and removal of the F Route visible across the Levels with pylon erection, cranes and at-height works visible over a short period above trees. Views would include construction of the proposed 400kV overhead line supported with steel lattice pylons up to the connection with the ZG Route, construction of a temporary 400kV overhead line and removal of two spans of the ZG Route, and construction of the proposed 400kV overhead line supported by T-pylons perceptible beyond to the north During operation: Low adverse The F Route would be removed from front views and the new 400kV overhead line supported by T-pylons would be introduced slightly closer in the view than the F Route removed visible above trees across the Levels and connecting to the ZG Route. After 15 years: Low adverse Views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H34	Residential Property	Properties on north side of Crancombe Lane near junction with Higher Road in Woolavington	High & Medium	Local	Medium	360m	Receptors have views north across the Levels in Section B and over property rooftops and views south up Puriton Ridge with the F Route and the ZG Route visible above trees and properties.	During construction: Low adverse In the short-term views north and west would include construction of the proposed 400kV overhead line and removal of the F Route visible across the Levels in Section B and in oblique views on Puriton Ridge in Section A with pylon erection, cranes and at-height works temporarily visible above trees. Views would include construction of the proposed 400kV overhead line supported with T-pylons up to the connection with the ZG Route, construction of a temporary 400kV overhead line and removal of two spans of the ZG Route, and construction of the proposed 400kV overhead line supported by T-pylons perceptible beyond to the north. During operation: Low adverse In the short and medium-term the F Route would be removed from views and the new 400kV overhead line supported by T-pylons would be introduced slightly closer in the view to the north across the Levels and connecting to the ZG Route in Section B, and further away to the west on Puriton Ridge visible above trees. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H35	Residential Property	Properties on south side of Crancombe Lane near junction with Higher Road in Woolavington	High & Medium	Local	Medium	595m	Front views north across the Levels in Section B and over property rooftops with the F Route and the ZG Route visible in places but often screened or obscured by trees and built form opposite.	During construction: Low adverse In the short-term some views north would include construction of the proposed 400kV overhead line and removal of the F Route visible across the Levels in Section B above trees and properties with many views screened or obscured by properties and trees. Views would include construction of the proposed 400kV overhead line supported with T-pylons and connecting with the ZG Route, construction of a temporary 400kV overhead line and removal of two spans of the ZG Route. During operation: Low adverse In the short and medium-term the F Route would be removed from views and replaced with the new 400kV overhead line supported by T-pylons visible in places above trees and properties across the Levels in Section B and connecting to the ZG Route and slightly closer in views. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H36	Residential Property	16 Crancombe Lane adjacent school playing field (2 storey detached)	High & Medium	Local	Medium	510m	Side views west towards the F Route on Puriton Ridge in Section A and rear views north across the Levels in Section B with the F Route and the ZG Route visible above trees.	During construction: Low adverse In the short-term views west would include the construction of the proposed 400kV overhead line further west with pylon erection, cranes and at-height works temporarily visible over a short period above trees and hedgerows. Views would include construction of the proposed 400kV overhead line supported with T-pylons in Section B and the connection with the ZG Route, construction of a temporary 400kV overhead line and removal of two spans of the ZG Route. Views of the F Route removal would be similar but closer to the west. During operation: Low adverse In the short and medium-term the F Route would be removed from views west and the new 400kV overhead line would be visible supported by T-pylons further west above trees and hedgerows and in views north above trees across the Levels in Section B, including the connection to the ZG Route. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.H37	Residential Property	Properties on western edge of Woolavington on Highcroft, Horton Way and Meadow backing onto Crancombe Lane (2 storey detached houses)	High & Medium	Local	Medium	555m	Expansive rear and side views with some oblique front views over roadside hedgerows west across Puriton Ridge in Section A and northwest across the Levels in Section B with Brent Knoll and the Mendip Hills in the distance. Views include the F Route on Puriton Ridge and above trees across the Levels with the ZG Route in some property views in Section B. Some properties have lower storey rear views over hedgerows due to their location on higher ground.	During construction: Low adverse In the short-term expansive views would include construction of the proposed 400kV overhead line on Puriton Ridge in Section A and across the Levels in Section B with pylon erection, cranes and at-height works visible over a short period above trees and hedgerows. Views would include construction of the 400kV overhead line supported with T-pylons and the connection with the ZG Route, removal of two spans of the ZG Route and construction of a temporary 400kV overhead line. Views of the F Route removal would be similar but closer to the west. During operation: Low adverse In the short and medium-term the F Route would be removed from expansive views and the new 400kV overhead line would be visible further west across Puriton Ridge in Section A supported by T-pylons. In views northwest across Section B the 400kV overhead line supported by T-pylons would be visible above roadside hedgerows and in the distance trees across the Levels with the connection to the ZG Route also visible. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.22	VPA6
A1.H38	Residential Property	Properties on Darkfield Way adjacent to POS and orientated north (2 storey terraced houses)	Medium	Local	Medium	725m	Oblique upper storey views northwest across Puriton Ridge in Section A and the Levels in Section B with Brent Knoll and the Mendip Hills in the distance. Views are partially obscured by properties opposite with views over rooftops that include the F Route on Puriton Ridge and above trees across the Levels with the ZG Route visible in Section B.	During construction: Low adverse In the short-term oblique partially obscured views would include removal of the F Route and construction of the proposed 400kV overhead line to the northwest on Puriton Ridge in Section A and above rooftops and trees across the Levels in Section B with pylon erection, cranes and at-height works visible temporarily. Views would include construction of the 400kV overhead line supported with T-pylons and the connection with the ZG Route, removal of two spans of the ZG Route and construction of a temporary 400kV overhead line. During operation: Low adverse In the short and medium-term the F Route would be removed from oblique views and the new 400kV overhead line would be visible in views further northwest across Puriton Ridge supported by T-pylons, and in views in the distance above rooftops and trees across the Levels in Section B including the connection to the ZG Route. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.H39	Residential Property	Properties on Sedgemoor Way rear facing west on west edge of Woolavington (two detached and one semi-detached 2 storey properties & bungalows)	High & Medium	Local	Medium	765m	Views west across the landform of Puriton Ridge towards the F Route visible above hedgerows in the middle distance with some filtering by trees. Two bungalows and a few properties to the northern end near Darkfield Way have views north across the adjacent open space towards the Levels in Section B with the F Route and the ZG Route visible above rooftops and trees in the distance, with Brent Knoll and the Mendip Hills visible.	During construction: Low adverse In the short-term views west would include construction of the proposed 400kV overhead line and removal of the F Route temporarily visible above landform and hedgerows and partially filtered by trees on Puriton Ridge. Pylon erection, cranes and at-height works would be visible over a short period. Views north from two bungalows and a few properties near Darkfield Way would include construction of the 400kV overhead line visible above rooftops and trees supported with T-pylons across the Levels in Section B and including the connection with the ZG Route, removal of two spans of the ZG Route and construction of a temporary 400kV overhead line. During operation: Low adverse In the short and medium-term the F Route would be removed from views west and the new 400kV overhead line introduced in views supported by T-pylons visible further west across Puriton Ridge above landform, hedgerows and partially filtered by trees. Two bungalows and a few properties near Darkfield Way would also have views north across the open space towards the new 400kV overhead line supported by T-pylons visible in the distance above rooftops and trees across the Levels in Section B and including the connection to the ZG Route. The F Route would be removed from these views. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.21	N/A
A1.H40	Residential Property	Properties and bungalows on Sedgemoor Way and Sedgemoor Road on the southern edge of Woolavington (2 storey properties and bungalows)	High and medium	Local	Medium	875m	Most properties have views south with the F Route visible in oblique views southwest above trees and in a small proportion of the view.	During construction: Low adverse In the short-term oblique views southwest would include removal of the F Route visible above trees on Puriton Ridge with pylon erection, cranes and at-height works temporarily in views over a short period. During operation: Low beneficial to negligible In the short and medium-term the F Route would be removed from oblique views southwest above trees on Puriton Ridge. After 15 years: Low beneficial to negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial to negligible	Minor beneficial to negligible	N/A	N/A
A1.H41	Residential Property	Properties in the centre of Woolavington away from the settlement edge (2 storey properties and bungalows)	High & Medium	Local	Medium	575m	Direct and oblique views from some properties over property rooftops and at gaps between buildings north across the Levels in Section B with the F Route and the ZG Route partly visible above trees and vegetation.	During construction: Low adverse to negligible In the short-term construction of the proposed 400kV overhead line and removal of the F Route would be visible in places above property rooftops and at gaps between buildings across the Levels in Section B. Pylon erection, cranes and at-height works would be temporarily visible. Views would include construction of the new 400kV overhead line supported with T-pylons across the Levels in Section B and including the connection with the ZG Route, removal of two spans of the ZG Route and construction of a temporary 400kV overhead line. During operation: Low adverse to negligible The F Route would be removed from distant views north and in the short and medium-term the new 400kV overhead line would be in views supported by T-pylons visible above rooftops and trees across the Levels in Section B. Views would include the connection to the ZG Route in Section B. After 15 years: Low adverse to negligible Long-term views of the Proposed Development would be the same as on completion.	Minor adverse to negligible	Minor adverse to negligible	Minor adverse to negligible	N/A	N/A
A1.H42	Residential Property	Property on Woolavington Road near Crockers Hill in Woolavington	High & Medium	Local	Medium	300m	Receptors have views north across the Levels with the F Route and the ZG Route partly visible above trees and vegetation in Section B. Receptors have oblique side views west and rear views southwest towards the F Route on Puriton Ridge in Section A.	During construction: Low adverse In the short-term views north would include construction of the proposed 400kV overhead line supported by T-pylons closer in the view across the Levels in Section B and partly filtered by trees, and removal of the F Route. Pylon erection, cranes and at-height works would be visible over a short period above trees and hedgerows. Views would include the connection with the ZG Route, removal of two spans of the ZG Route and construction of a temporary 400kV overhead line. Views west and southwest would include removal of the F Route on Puriton Ridge in Section A. During operation: Low adverse The F Route would be removed from views north. In the short and medium-term the new 400kV overhead line supported by T-pylons would be visible closer in partially filtered views above trees across the Levels in Section B and connecting to the ZG Route. The F Route would be removed from views west and south on Puriton Ridge in Section A. After 15 years: Low adverse Long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Businesses within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.B1	Business	Industrial development on A38 including the Morrisons Distribution Centre	Low	Local	Low	415m	Receptor views are limited due to few windows and industrial developments including the large Morrisons Distribution Centre warehouse that screens many views. Where views are available Puriton Ridge is visible in places along with the VQ Route, the M5 motorway and Horsey Level.	During construction: Low adverse to negligible Generally construction works would be screened by built form. Where views are available the VQ Route and the M5 motorway are in close proximity. In the short-term pylon erection and cranes associated with construction of the new 400kV overhead line would be visible further east above trees across Horsey Level and on Puriton Ridge. Cranes used in construction of the Bridgwater Tee CSE compounds would also be temporarily visible, largely above existing trees. During operation: Low adverse to negligible Generally views of the Proposed Development would be screened by built form. In some places the new 400kV overhead line supported by T-pylons would be visible in the short and medium-term across Horsey Level and on Puriton Ridge east of the VQ Route and M5 motorway. The western bridgwater Tee CSE compound would also be visible above trees where the new 400kV overhead line would connect to the VQ Route. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately on completion. However the Bridgwater Tee CSE compound tree and shrub mitigation planting would have matured to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Minor adverse to negligible	Minor adverse to negligible	Minor adverse to negligible	N/A	N/A
A1.B2	Business	Property with adjacent associated vehicle motoring business on the A39 Bath Road adjacent to the M5 (2 storey detached)	Low	Local	Low	800m	Receptors have oblique filtered views north towards the VQ Route visible above built form and trees across Horsey Level with Puriton Ridge in the distance.	During construction: Low adverse In the short-term receptors would have glimpsed oblique views of at-height works and cranes constructing the new 400kV overhead line supported by T-pylons across Horsey Level and on Puriton Ridge. The Bridgwater Tee CSE compounds would be visible at the connection to the VQ Route, above properties and trees. During operation: Low adverse In the short and medium-term receptors would have glimpsed oblique views north with the top of the new 400kV overhead line supported by T-pylons visible in oblique views across Horsey Level and passing over Puriton Ridge, beyond the VQ Route. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
A1.B3	Business	Mole Valley Farmers public farm supplies on the A39 Bath Road adjacent to the M5	Low	Local	Low	685m	No views towards the Proposed Development from the entrance or the car park due to screening by the storage area and boundary fencing to the north.	During construction: Negligible Construction of the new 400kV overhead line and Bridgwater Tee CSE compounds would not be visible due to screening by the storage area and boundary fencing. During operation: Negligible In the short and medium-term the new 400kV overhead line and Bridgwater Tee CSE compounds would be not visible due to screening by the storage area and boundary fencing. After 15 years: Negligible As on completion in the long-term there would not be views of the Proposed Development.	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Businesses within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low

Value of View: National or Regional and or Local

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A1.B4	Business	British Institute for Brain Injured Children at Knowle Hall on the A39 Puriton Hill (3 storey)	Low	Local	Low	340m	The building is located on Puriton Ridge on rising landform and receptors have views west and southwest across Horsey Level, northwest up Puriton Ridge and south across the Levels from lower and upper storeys. Views southwest and south are filtered in places by mature trees within Knowle Park and along the A39 Puriton Hill. The F Route and VQ Route are visible in places in filtered views south with the VQ Route also visible across Horsey Level to the southwest and further west beyond the M5 motorway and Morrisons Distribution Centre.	During construction: Low adverse Effects during construction would be temporary and experienced for the short-term. Construction of the Proposed Development would be visible to the west on Puriton Ridge and to the southwest across Horsey Level with pylon erection, cranes and at-height works visible temporarily. To the southwest construction of the proposed Bridgwater Tee CSE compounds would be visible above trees along the A39 Puriton Hill. To the northwest temporary scaffolding over the A39 Puriton Hill would be visible as well as construction of the proposed 400kV overhead line supported by T-pylons passing over Puriton Ridge. The ridge landform and mature trees at Chisland Covert would screen views north. Cranes and at-height works removing the F Route would be temporarily visible in distant filtered views south with a low adverse to negligible magnitude of effect on views. Overall receptors would experience a low adverse magnitude of effect on views due to the low sensitivity of the receptor and the short duration. During operation: Low adverse In the short and medium-term the new 400kV overhead line supported by T-pylons would be visible to the northwest and west passing over Puriton Ridge and to the southwest across Horsey Level connecting to the VQ Route. The Bridgwater Tee CSE compounds would be visible above trees along the A39 Puriton Hill. The ridge landform and mature trees at Chisland Covert would screen views north. The F Route would be removed from distant filtered views south with a low beneficial to negligible magnitude of effect on receptor views. Overall receptors would experience a low adverse magnitude of effect on views due to the low sensitivity of the receptor After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately on completion. However the Bridgwater Tee CSE compounds tree and shrub mitigation planting would have matured to provide a more robust screen of the lower parts of the CSE compounds in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	A1.13	N/A
A1.B5	Business	Double MM Auto Repairs and Restoration on Woolavington Road	Low	Local	Low	15m	Views north and south are largely screened by garage buildings with the F Route visible to the east above trees and buildings.	During construction: Low adverse Views are largely screened by buildings. Where views are available in the short-term receptors would have a temporary construction access route adjacent to the business and construction work areas for the proposed 400kV overhead line and removal of the F Route introduced in views to the east. Overhead line construction including pylon erection, cranes and temporary scaffolding over Woolavington Road would be visible over a short period in views. Construction work areas, machinery and temporary scaffolding over Woolavington Road associated with removal of the F Route would be visible to the east. Due to the sensitivity of the receptor and the short duration a low adverse magnitude of effect on views would be experienced. During operation: Low adverse In the short and medium-term where views are available beyond garage buildings the new 400kV overhead line would be introduced in to the east passing over Woolavington Road and visible closer in views above garage buildings to the north and south. The F Route would be removed from views further east. Receptors would experience a low adverse magnitude of effect on views due to the low sensitivity of the receptor After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.27 and A1.28	N/A
A1.B6	Business	Axe Valley Veterinary Practice, Woolavington Road (adjacent Martland Farm)	Low	Local	Low	125m	Views are largely screened by surrounding built form. The F Route passes over to the west of receptors with a pylon adjacent to buildings. Views of the F Route are available to the west and south across Puriton Ridge in Section A and to the north across the Levels in Section B, partially obscured in places by built form and trees.	During construction: Low adverse Effects during construction would be temporary and experienced for the short-term. Construction works to remove the F Route would be temporarily visible passing over and adjacent to the business with cranes, at-height works and temporary scaffolding over Woolavington Road in close views for a short duration. Construction works associated with the new 400kV overhead line supported by T-pylons would be temporarily visible in places further west beyond the F Route, visible above buildings and trees and in some views north across the Levels in Section B. Views north across Section B would include construction of the 400kV overhead line supported with T-pylons visible above trees and the connection with the ZG Route, construction of a temporary 400kV overhead line and removal of two spans of the ZG Route. Due to the low sensitivity of the receptor and the short duration a low adverse magnitude of effect on views would be experienced. During operation: Low beneficial In the short and medium-term the F Route would be removed from views where it passes in close proximity. The new 400kV overhead line supported by T-pylons would be visible further west in views above buildings and trees. In places views north would include the new 400kV overhead line supported by T-pylons visible above trees across the Levels in Section B and the connection to the ZG Route. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Committed Developments within 1km of the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
High	National	High
High	Regional	Medium
High	Local	Low
Medium	National	Medium
Medium	Regional	Low
Medium	Local	Low
Low	National	Low
Low	Regional	Low
Low	Local	Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
10	Mixed use development including businesses and properties	Hallam Land Management North East Bridgwater Development Outline Planning Permission for up to 2000 residential dwellings, commercial services centre comprising 1200 m2 of retail (A1, A2, A5) leisure (A3, A4) Community Facilities (D1), residential and or B1 employment development, Primary school, up to 110,000m2 of employment development (B1, B2, B8), Sui generis trade units and car showrooms	High & Medium for properties and community facilities Low for business	Local	Medium Low	160m	Views northeast and east across the M5 motorway to Horsey Level and Puriton Ridge with the VQ Route in the foreground and passing close to the northern boundary of the development. The F Route is visible in distant views to the east above field trees. The M5 and an existing wood pole overhead line in the foreground with the Wicker Man sculpture and Morrison's distribution centre visible in some views north. Part of the development had been constructed and part was under construction during the site survey. Properties within Kings Down Residential Development (receptor A1.H21) have been constructed with some still in progress. The Morrison's distribution centre (receptor A1.B1) had been constructed. Completed parts of the committed development are assessed separately within the visual assessment tables.	During construction: Low adverse The M5 motorway and the VQ Route are visible in the foreground. In the short-term receptors on the edge of the development would have views to Horsey Level and the top of Puriton Ridge with construction of the new 400kV overhead line visible. Cranes used in construction of the Bridgwater Tee CSE compounds would also be visible, largely above existing trees, where the new 400kV overhead line connects to the VQ Route. Receptors in the development, away from the development edge, typically would have views screened by built form with some occasional glimpsed oblique views at gaps in built form similar to those on the development edge. During operation: Low adverse In the short and medium-term receptors on the development edge would have the new 400kV overhead line in views across Horsey Level and at the top of Puriton Ridge. The western Bridgwater Tee CSE compound would be visible above existing trees where the new 400kV overhead line supported by T-pylons connects to the VQ Route. Receptors within the development typically would have views screened by built form with some occasional glimpsed oblique views at gaps in built form similar to those on the development edge. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those for immediately on completion. However the Bridgwater Tee CSE compound tree and shrub planting would have matured to provide a more robust screen of the lower parts of the CSE compound in views with the tops of gantries and sealing ends still just visible above.	Minor adverse	Minor adverse	Minor adverse	A1.1	VPA1
18	Business	[REDACTED] Hillside Farm, [REDACTED] Change of use from agriculture to haulage business, including retention of yard, office and toilet buildings, parking of lorries and staff vehicles, storage of portacabins and containers, access and the continued use of workshop and fuel tank for related purposes and retention of lighting	Low	Local	Low	0m	Receptors have views up and across Puriton Ridge with the F Route visible in direct and oblique middle distance views. Receptors have views north across the Levels in Section B.	During construction: Moderate adverse In the short-term receptors would have a temporary access route through the grounds of the business with construction of the 400kV overhead line close to the business to the south and east on Puriton Ridge. Receptors would have views temporarily of work areas including a conductor pulling site for the new 400kV overhead line and pylon erection and cranes visible on Puriton Ridge and across the Levels in Section B. Construction work for removal of the F Route would be visible temporarily further east. Effects during construction would be temporary and experienced for the short-term. The Proposed Development would affect a moderate proportion of views resulting in a moderate adverse magnitude of effect on receptors of low sensitivity. During operation: Moderate adverse In the short and medium-term receptors would have the new 400kV overhead line supported by T-pylons introduced close in views to the south, where the F Route is presently further east and would be removed as part of development proposals. Receptors would have the new 400kV overhead line across a large extent of views up Puriton Ridge and in oblique views across the Levels. A tension pylon would form part of views and would be located close to the busienss. The Proposed Development would affect a moderate proportion of views resulting in a moderate adverse magnitude of effect on receptors of low sensitivity. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A1.29	N/A
20	Properties	SHAL Housing Ltd Land to the west of, 17, Higher Road, Woolavington, Bridgwater, TA7 8EA Erection of 16 dwellings including construction of new footpath along Higher Road	High & Medium	Local	Medium	365m	The development was under construction during site survey work. Properties face inwards and are focused around an existing mature tree. Receptors have oblique views north across the Levels in Section B and over property rooftops and views south up Puriton Ridge with the F Route and the ZG Route visible above trees and properties. Views are obscured in places by trees and built form.	During construction: Low adverse In the short-term oblique views north and west would include construction of the proposed 400kV overhead line and removal of the F Route visible across the Levels in Section B and in oblique views on Puriton Ridge in Section A with pylon erection, cranes and at-height works temporarily visible above trees. Views would include construction of the proposed 400kV overhead line supported with T-pylons up to the connection with the ZG Route, construction of a temporary 400kV overhead line and removal of two spans of the ZG Route, and construction of the proposed 400kV overhead line supported by T-pylons perceptible beyond to the north. During operation: Low adverse In the short and medium-term the F Route would be removed from oblique views and the new 400kV overhead line supported by T-pylons would be introduced slightly closer in the view to the north across the Levels and connecting to the ZG Route in Section B, and further away to the west on Puriton Ridge visible above trees. The Proposed Development would be visible in oblique views with a small proportion of views affected. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development and within 3km of the Proposed Removal of the F Route to Bridgwater Substation in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
High	National	High
High	Regional	Medium
High	Local	Low
Medium	National	Medium
Medium	Regional	Low
Medium	Local	Low
Low	National	Low
Low	Regional	Low
Low	Local	Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A2.1	Residential Properties and roads	View from properties on high ground on Bawdrip Lane, representative of views from properties in Bawdrip and on the A39 Bath Road	High & Medium	Local	Medium	1365m	Receptors have expansive rear views south, west and northwest across the Levels and towards Puriton Ridge from an elevated position on rising landform within the Polden Hills. Views include the F Route and VQ Route visible across the view passing over the Levels to the west and southwest and towards Horsey Level, the Morrisons distribution centre warehouse and M5 motorway. The F Route is also visible to the northwest passing over Puriton Ridge.	During construction: Low adverse Effects during construction would be temporary and experienced for the short-term. Views would include removal of the F Route with working areas and for a short period cranes and at-height works temporarily visible across the Levels and on Puriton Ridge. Further west in the distance construction of the proposed 400kV overhead line supported with T-pylons would be visible above trees across Horsey Level including construction of the Bridgwater Tee CSE compounds. The lower half of pylons would be backgrounded by fields, trees and built form. Construction works for the 400kV overhead line on Puriton Ridge would be screened by the landform of Knowle Hill. During operation: Low adverse The F Route would be removed from views across the Levels and on Puriton Ridge at Knowle Hill. In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be introduced into views in the distance across Horsey Level extending across a small proportion of the view between Puriton Ridge and the connection to the VQ Route. The lower half of pylons would be backgrounded by fields, trees and built form. The Bridgwater Tee CSE compounds would be barely perceptible and largely screened by trees and hedgerows. After 15 years: Low adverse In the long-term views of the Proposed Development would largely be the same as on completion with the Bridgwater Tee CSE compounds screened further by surrounding mitigation planting at Horsey Level.	Minor adverse	Minor adverse	Minor adverse	A2.1	N/A
A2.2	Residential Properties and roads	View from properties on level ground on Bawdrip Lane, representative of views from properties in Bawdrip	High & Medium	Local	Medium	1405m	Receptors have views west and southwest across fields with filtering by hedgerows facing southwest. The F Route is visible between trees and views are filtered in places. The VQ Route is visible in places beyond and at gaps between trees.	During construction: Low adverse In the short-term views would include removal of the F Route with working areas and for a short period cranes and at-height works temporarily visible above hedgerows and between trees across the Levels and on Puriton Ridge. Further west in the distance construction of the proposed 400kV overhead line supported with T-pylons across Horsey Level would largely be obscured and heavily filtered by trees and hedgerows with at-height works and cranes visible for a short period. Construction works for the 400kV overhead line on Puriton Ridge would be screened by the landform of Knowle Hill. During operation: Low beneficial The F Route would be removed from views between trees and hedgerows across the Levels and on Puriton Ridge at Knowle Hill. In the short and medium-term views of the proposed 400kV overhead line supported by T-pylons would be largely screened by field trees and hedgerows with some glimpsed or filtered views towards T-pylons in the distance across Horsey Level. The Bridgwater Tee CSE compounds are not anticipated to be visible. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	A2.2	N/A
A2.3	Public Right of Way	View from PRoW and Long Distance Cycle Route 3 Stop Line Way, representative of views along King's Sedgemoor Drain from Bradney Bridge	High	Local	Medium	1670m	Receptors typically have channelled views along King's Sedgemoor Drain with mature trees on either side and the F Route visible in the distance passing over King's Sedgemoor Drain and on Knowle Hill. The VQ Route is not visible. Further northwest views from the PRoW become more open near Bradney footbridge and where the PRoW is on higher ground with views north to Knowle Hill, south towards Bradney and southwest to Bradney House. In this location a greater extent of the F Route and the VQ Route are visible in the distance.	During construction: Low adverse In the short-term channelled views along most of the footpath would include removal of the F Route passing over King's Sedgemoor Drain and on Knowle Hill with at-height works and cranes temporarily visible for a short period. Construction of the proposed 400kV overhead line and Bridgwater Tee CSE compounds would not be visible. Further northwest where the footpath meets Bradney Bridge more expansive views would include removal of the F Route across the Levels and on Knowle Hill with working areas and for a short period cranes and at-height works temporarily visible above hedgerows and trees. To the west in the distance construction of the proposed 400kV overhead line supported by T-pylons across Horsey Level would largely be obscured and heavily filtered by trees and hedgerows with at-height works and cranes temporarily visible for a short period. Construction works for the 400kV overhead line on Puriton Ridge would be screened by the landform of Knowle Hill. During operation: Low beneficial In the short and medium-term along most of the footpath the F Route would be removed from channelled views along King's Sedgemoor Drain. Further northwest at Bradney Bridge the F Route would be removed from more expansive views across the Levels and on Puriton Ridge at Knowle Hill. Views of the proposed 400kV overhead line supported by T-pylons would be visible above field trees and hedgerows in the distance across Horsey Level connecting to the VQ Route. The Bridgwater Tee CSE compounds would not be visible. After 15 years: Low beneficial In the long-term views of the Proposed Development would largely be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	A2.3	N/A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

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The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

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APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development and within 3km of the Proposed Removal of the F Route to Bridgwater Substation in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
High	National	High
High	Regional	Medium
High	Local	Low
Medium	National	Medium
Medium	Regional	Low
Medium	Local	Low
Low	National	Low
Low	Regional	Low
Low	Local	Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial.

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A2.11	Commercial	View from The Exchange Conference Centre car park, representative of views from footpaths, roads, businesses and industry on the northern edge of Bridgwater on the A38 Bristol Road	Low	Local	Low	1325m	Views are largely obscured by built form including industrial warehouses along the A38 Bristol Road, with the VQ Route visible above and the top of Puriton Ridge beyond in the distance.	During construction: Low adverse In the short-term distant views of at-height works and for a short period cranes constructing the proposed 400kV overhead line supported by T-pylons and Bridgwater Tee CSE compounds would be temporarily visible above built form at Horsey Level and on Puriton Ridge. Industry along the A38 would screen views of construction activity at ground level and removal of the F Route in the distance. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported by T-pylons and the connection to the VQ Route would be just visible above built form in a small proportion of views at Horsey Level and on Puriton Ridge. The lower part of pylons would be screened by built form with the Bridgwater Tee CSE compounds not visible. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A2.11	N/A
A2.12	Private Recreational Activity	View from Trinity Waters Fishery and Lower Lake Lodges, representative of views from PRoWs and outdoor amenities west of the River Parrett	High and Medium	Local	Medium	2110m	Receptor views east are largely obscured by trees and vegetation surrounding the lakes, and built form along the A38 and M5 motorway. Receptors have views in places towards Puriton Ridge and Knowle Hill with some filtered by trees and vegetation. The VQ Route is visible to the north where it passes close to receptors, with views extending east and west along the VQ Route.	During construction: Negligible Typically views of construction activity would be screened by trees and vegetation. In places distant views towards Puriton Ridge and Knowle Hill would include construction activity with at-height works and cranes temporarily visible for a short period beyond the VQ Route. During operation: Negligible In the short and medium-term typically views of the Proposed Development would be screened by trees and vegetation. In places distant views towards Puriton Ridge would include the proposed 400kV overhead line supported by T-pylons on the ridge beyond the VQ Route. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	A2.12	N/A
A2.13		View from the A38 Bristol Road north of Bridgwater, representative of road users, properties, businesses and the M5 motorway	Low	Local	Low	1100m	On the western side of the road north bound traffic typically has views east heavily filtered by mature hedgerows and vegetation along the central reservation. On the eastern side south bound traffic has views east. At the southern end receptor views east are screened by built form including the Morrisons Distribution Centre warehouses along the A38. To the northern end receptors have views east towards the M5 motorway with Puriton Ridge and Knowle Hill beyond. The VQ Route passes over the road at the southern end of the road and continues east passing over industrial warehouses and west across fields and over the River Parrett.	During construction: Low adverse In the short-term typically views of construction activity would be screened at the southern end of the road. At the northern end of the road views east towards the M5 motorway would include construction activity visible in the distance above trees and industry with at-height works and cranes temporarily visible across Horsey Level and on Puriton Ridge removing the F Route and constructing the proposed 400kV overhead line supported by T-pylons. During operation: Low adverse At the southern end of the road typically views of the Proposed Development would be screened by industrial warehouses. In the short and medium-term at the northern end of the road views east towards the M5 motorway would include the top of the proposed 400kV overhead line supported by T-pylons in the distance above trees and industry across Horsey Level and on Puriton Ridge. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A2.13	N/A
A2.14	Public Right of Way	View from PRoW between Pawlett Road and Downend Road near Woodlane Farm, representative of views from PRoWs and properties in Down End	High	Local	Medium	1765m	Receptor views east and southeast across fields are screened by properties in Down End, mature trees and Puriton Ridge.	During construction: Negligible In the short-term construction of the Proposed Development would not be visible due to screening from properties in Down End, trees and Puriton Ridge. During operation: Negligible In the short and medium-term the Proposed Development would not be visible due to screening from properties in Down End, trees and Puriton Ridge. After 15 years: Negligible In the long-term the Proposed Development would not be visible due to screening from properties in Down End, trees and Puriton Ridge.	Negligible	Negligible	Negligible	A2.14	N/A
A2.15	Public Right of Way	View from PRoW between Puriton Road near the A38 and Walpole Farm, representative of PRoWs and properties in Walpole	High	Local	Medium	2175m	Receptor views east and southeast across fields are screened by properties, mature trees and Puriton Ridge.	During construction: Negligible In the short-term construction of the Proposed Development would not be visible due to screening from properties, trees and Puriton Ridge. During operation: Negligible In the short and medium-term the Proposed Development would not be visible due to screening from properties, trees and Puriton Ridge. After 15 years: Negligible In the long-term the Proposed Development would not be visible due to screening from properties, trees and Puriton Ridge.	Negligible	Negligible	Negligible	A2.15	N/A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

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Representative views between 1 and 3km of the LoD for the Proposed Development and within 3km of the Proposed Removal of the F Route to Bridgwater Substation in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A2.21	Public Right of Way / Sustrans cycle route 3	View from Parchey Bridge on PRoW and National Cycle Route 3 along King's Sedgemoor Drain	High	Local	Medium	3424m	Receptors have views along King's Sedgemoor Drain and across farmland with the F Route visible in the distance across the Levels and on Puriton Ridge and the VQ Route visible across Horsey Level beyond. During operation: Low adverse The F Route would be removed from views across the Levels and on Puriton Ridge. In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be visible in distant views across Horsey Level connecting to the VQ Route. The Bridgwater Tee CSE compound would not be visible due to distance and tree screening. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	During construction: Low adverse In the short-term receptors would have distant views of construction activity relating to removal of the F Route across the Levels and on Puriton Ridge and construction of the proposed 400kV overhead line supported by T-pylons and the Bridgwater Tee CSE compounds across Horsey Level. At height works and cranes would be visible above trees for a short period. During operation: Low adverse The F Route would be removed from views across the Levels and on Puriton Ridge. In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be visible in distant views across Horsey Level connecting to the VQ Route. The Bridgwater Tee CSE compound would not be visible due to distance and tree screening. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	A2.21	N/A
A2.22	Public Right of Way	View from Straight Drove on north edge of Westonzoyleland, representative of PRoWs and properties on the edge of settlement	High	Local	Medium	5234m	Filtered views north over field boundary vegetation and garden vegetation towards Puriton Ridge with the F Route and the VQ Route visible to the west above trees across fields. Views south include the Quantock Hills in the distance and filtered views of other overhead lines that connect to Bridgwater Substation. During operation: Negligible In the short and medium-term the F Route would be removed from distant views west over open fields. The proposed 400kV overhead line supported by T-pylons would be introduced in distant views, however from this point they would be barely perceptible due to heavy filtering my mature field boundary vegetation. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	During construction: Negligible In the short-term at height works, including cranes for a short period would be visible during the removal of the F Route and in the distance during construction of the proposed 400kV overhead line above field boundary vegetation in distant views north of Bridgwater. During operation: Negligible In the short and medium-term the F Route would be removed from distant views west over open fields. The proposed 400kV overhead line supported by T-pylons would be introduced in distant views, however from this point they would be barely perceptible due to heavy filtering my mature field boundary vegetation. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	A2.22	N/A
A2.23	Public Right of Way	View from PRoW BW36/2 on west edge of Westonzoyleland, representative of PRoWs and properties on the settlement edge	High	Local	Medium	5200m	The F Route and VQ Route are visible to the northwest from the west edge of the settlement, where two storey properties back onto open fields. The pylons are obscured at the lower elevations in views west with views north towards Puriton Ridge mainly filtered by field boundary vegetation, though some glimpses of the F Route and VQ Route are possible between the top of trees. During operation: Negligible The F Route would be removed from views northwest with the VQ Route still visible beyond above trees. In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be visible to the northwest in distant glimpsed views beyond the VQ Route across Horsey Level and on Puriton Ridge. The change is only perceptible from the settlement edge with trees screening much of these distant views resulting in a negligible change in views. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	During construction: Negligible In the short-term cranes and at-height works would be temporarily visible in views northwest above trees during removal of the F Route and during construction of the proposed 400kV overhead line supported by T-pylons and the Bridgwater Tee CSE compounds. During operation: Negligible The F Route would be removed from views northwest with the VQ Route still visible beyond above trees. In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be visible to the northwest in distant glimpsed views beyond the VQ Route across Horsey Level and on Puriton Ridge. The change is only perceptible from the settlement edge with trees screening much of these distant views resulting in a negligible change in views. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	A2.23	N/A
A2.24	Public Right of Way	View from PRoW BW36/1 near Andersea representative of PRoWs and properties on the settlement edge	High	Local	Medium	5829m	Views northwest include existing overhead lines south of Bridgwater Substation. Views north towards the Polden Hills (Puriton Ridge) are filtered by mature field boundary trees and vegetation. The VQ Route is visible in the distance above trees with the F Route visible in glimpsed views between field boundary vegetation, partially backgrounded. Puriton Ridge is perceptible in the distance. During operation: Negligible The F Route would be removed from glimpsed views between field boundary vegetation. In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be introduced in distant views above trees and on Puriton Ridge. Only the very top of the 400kV overhead line are expected to be visible beyond existing overhead lines due to screening and distance with a negligible scale of change on views. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	During construction: Negligible In the short-term cranes and at-height works would be temporarily visible to the northwest above trees during removal of the F Route and construction of the proposed 400kV overhead line supported by T-pylons and the Bridgwater Tee CSE compounds across Horsey Level and on Puriton Ridge. During operation: Negligible The F Route would be removed from glimpsed views between field boundary vegetation. In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be introduced in distant views above trees and on Puriton Ridge. Only the very top of the 400kV overhead line are expected to be visible beyond existing overhead lines due to screening and distance with a negligible scale of change on views. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	A2.24	N/A
A2.25	Public Right of Way	View from PRoW BW23/69 crossing M5 footbridge between Huntworth and Stock Moor, representative of PRoWs, roads, the M5 motorway and services	High	Local	Medium	4707m	Views along the M5 motorway north include the F Route and VQ Route parallel visible above trees and vegetation connecting to Bridgwater Substation. The substation is screened by trees with the F Route barely perceptible in the distance on Puriton Ridge. During operation: Negligible In the short and medium-term the F Route would be removed from views along the M5 parallel to the VQ Route. The proposed 400kV overhead line would be barely perceptible due to distance. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	During construction: Negligible In the short-term at-height works and cranes would be visible for a short period removing the F Route to Bridgwater Substation. At height works and cranes constructing the proposed 400kV overhead line supported by T-pylons would be barely perceptible in the distance above trees and field boundary vegetation. During operation: Negligible In the short and medium-term the F Route would be removed from views along the M5 parallel to the VQ Route. The proposed 400kV overhead line would be barely perceptible due to distance. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	A2.25	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development and within 3km of the Proposed Removal of the F Route to Bridgwater Substation in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A2.26	PRoW, roads and properties	View from Follets Farm on south east edge of Bridgwater, representative of properties, roads and PRoWs on the settlement edge	High and medium	Local	Medium	3418m	Receptors have views east across fields towards trees and vegetation along field boundaries and the M5 motorway. The VQ Route is visible above trees parallel to the M5 motorway with the top of the F Route visible further east.	During construction: Low adverse In the short-term at-height works and cranes would be just visible for a short period removing the F Route to Bridgwater Substation. During operation: Low beneficial In the short and medium-term the F Route would be removed from views along the M5 parallel to the VQ Route. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	A2.26	N/A
A2.27	PRoW, roads and properties	View from Westonzoyland Road near Bridgwater Substation and The Lodge, representative of PRoWs, properties and roads close to Bridgwater Substation	High and medium	Local	Medium	3504m	Receptors have views north across fields along the F Route and in the distance the VQ Route running parallel towards Puriton Ridge. The F Route passes over Westonzoyland Road and connects to Bridgwater Substation southwest of the road and close to receptors. Puriton Ridge and Knowle Hill are visible in distant views and partially background pylons. The F Route on Puriton Ridge at Knowle Hill is just perceptible in distant views.	During construction: Low adverse Effects during construction would be temporary and experienced for the short-term. Views along the F Route would include removal of the overhead line close in receptor views with working areas, temporary scaffolding over Westonzoyland Road and for a short period cranes and at-height works temporarily visible across the Levels to the north and connecting to Bridgwater Substation. In the distance on Puriton Ridge construction of the proposed 400kV overhead line supported with T-pylons and removal of the F Route would be just visible, with at-height works and cranes visible for a short period. During operation: Low beneficial In the short and medium-term the F Route would be removed from close to receptors at Bridgwater Substation and in views north across the Levels and on Puriton Ridge at Knowle Hill. The proposed 400kV overhead line supported by T-pylons would be just visible in a small proportion of views in the distance on Puriton Ridge. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	A2.27	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Valued views over 3km from the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low

Value of View: National or Regional and or Local

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A3.1	PRoW and Residential Property	View from PRoW, representative of views from PRoWs and properties on the western edge of Edington	High	Local	Medium	5050m	From an elevated position in the Polden Hills receptors have distant views over fields and above trees towards the Levels in Section B with Brent Knoll visible in the distance. The top half of the ZG Route is visible above trees across the Levels in Section B. The F Route is not perceptible due to distance and backgrounding.	During construction: Low adverse to negligible Effects during construction would be temporary and experienced for the short-term. Construction of the Proposed Development would be barely perceptible due to distance, tree screening and backgrounding. In the distance to the west of views at-height works and for a short period cranes constructing the proposed 400kV overhead line supported by T-pylons, and removing the F Route, would be just visible in places above trees connecting to the ZG Route and in places further north across the Levels. Views would include removal of two spans of the ZG Route and construction of a temporary 400kV overhead line. Views would be filtered and obscured in places by trees to field boundaries near the settlement edge. During operation: Low adverse negligible In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be just visible in places in the distance above trees across the Levels and connecting to the ZG Route to the west of views. After 15 years: Low adverse negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse to negligible	Minor adverse to negligible	Minor adverse to negligible	A3.1	N/A
A3.2	PRoW and Residential Property	View from PRoW, representative of views from PRoWs and properties on the western edge of Catcott	High	Local	Medium	5515m	From an elevated position in the Polden Hills receptors have distant views over fields and above trees towards the Levels in Section B with Brent Knoll visible in the distance. The top half of the ZG Route is visible above trees across the Levels in Section B. The F Route is not perceptible due to distance and backgrounding.	During construction: Low adverse to negligible In the short-term construction of the Proposed Development would be barely perceptible due to distance, tree screening and backgrounding. In the distance to the west of views at-height works and for a short period cranes constructing the proposed 400kV overhead line supported by T-pylons, and removing the F Route, would be just visible in places above trees connecting to the ZG Route and in places further north across the Levels. Views would include removal of two spans of the ZG Route and construction of a temporary 400kV overhead line. Views would be filtered and obscured in places by trees to field boundaries near the settlement edge. During operation: Low adverse negligible In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be just visible in places in the distance above trees across the Levels and connecting to the ZG Route to the west of views. After 15 years: Low adverse negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse to negligible	Minor adverse to negligible	Minor adverse to negligible	A3.2	N/A
A3.3	National footpath	View from Macmillan Way West long distance route at Cotelstone Hill, within the Quantock Hills Area of Outstanding Natural Beauty (AONB), also representative of PRoWs in the area	High	National	High	12425m	From the Macmillan Way West long distance route at Cotelstone Hill receptors have expansive long distance views. Looking northeast the F Route, ZZ Route, VQ Route and ZG Route are not perceptible due to distance with the existing Hinkley Point Power Station Complex barely perceptible to the north and Mendip Hills AONB just visible further in the view.	During construction: Negligible In the short-term removal of the F Route and construction of the Proposed Development would not be perceptible due to distance. During operation: Negligible In the short and medium-term the Proposed Development and the F Route removed would not be perceptible due to distance. After 15 years: Negligible In the long-term the Proposed Development would not be perceptible due to distance.	Negligible	Negligible	Negligible	A3.3	N/A
A3.4	National footpath viewpoint	View from Samaritans Way South West long distance route at Shatt Lane, north of Broomfields, within the Quantock Hills Area of Outstanding Natural Beauty (AONB), also representative of PRoWs in the area	High	National	High	10705m	Receptors have expansive long distance views northeast down the rolling landform on the edge of the Quantock Hills towards the Levels. Puriton Ridge, Brent Knoll and the Mendip Hills are just visible in the distance. The ZZ Route, VQ Route and ZG Route are visible in places in the distance backgrounded by trees and fields due to the elevated position of the view. Further west two ZG Route pylons become more perceptible passing over the River Parrett where backgrounding is more limited. The F Route is barely perceptible in the distance backgrounded by trees and fields. Views from receptors on the road are heavily filtered.	During construction: Negligible In the short-term during removal of the F Route and construction of the proposed 400kV overhead line cranes would be barely perceptible above trees and backgrounded in a small proportion of views due to distance and screening. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be barely perceptible in a small proportion of the view above trees and landform in the distance and fully backgrounded. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	A3.4	N/A

APPENDIX 7A: SECTION A PURITON RIDGE VISUAL ASSESSMENT TABLES

Valued views over 3km from the LoD for the Proposed Development in Section A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
A3.5	Anglers, PROW, Cycleway	View from PROW BW24/34 at Hill House west of Combach, representative of views from PROWs and properties west of Combach	High	Local	Medium	3730m	Receptors have views from the PROW east across fields and undulating landform with the top of Puriton Ridge visible in the distance. The top of the ZG Route is visible to the northeast above landform with views along the overhead line towards the Levels in Section B in the distance. The top of the VQ Route is visible in places to the southeast above landform and at gaps between trees, however most of the overhead line is screened. The F Route is barely perceptible in distant views, due distance and the rolling topography of the area.	During construction: Negligible In the short-term during removal of the F Route and construction of the proposed 400kV overhead line cranes would be barely perceptible above trees in a small proportion of views due to distance and screening. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be barely perceptible in a small proportion of the view above trees and landform in the distance. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	A3.5	N/A
A3.6	PROW, Residential Property	Existing view from a seating area on the River Parrett Trail long distance route north of Combach, representative of views from PROWs and properties near Combach	High	Local	Medium	4295m	Receptors have views east from the seating area over the River Parrett with Puriton Ridge in the distance and Brent Knoll visible to the northeast. The ZG Route is visible to the north passing over the river with views east along the overhead line across fields towards Puriton Ridge and the Levels in Section B. The VQ Route is visible further to the southeast passing over the River Parrett and across fields to Horsey Level with tall motorway crossing pylons visible. The F Route is not perceptible due to distance and screening.	During construction: Negligible In the short-term during removal of the F Route and construction of the proposed 400kV overhead line cranes would be barely perceptible above trees in a small proportion of views due to distance and screening. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced across Horsey Level to the southeast with T-pylons anticipated to be barely perceptible above trees in the distance connecting to the VQ Route. Views of the Proposed Development would form a small proportion of views due to distance and screening. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	A3.6	N/A

Appendix 7B – Section B: Visual Assessment Tables

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Public Rights of Way within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.F1	Public Right of Way	PRoW BW 37/8 to Woolavington Church between Reed Drive and Lockswell	High	Local	Medium	595m	Views north are largely filtered by field trees and boundary trees to church yard. Pylons on the F Route and the ZG Route are perceptible in the distance in places. Views to the west from this PRoW are obscured.	During construction: Negligible In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in oblique distant glimpsed views northwest. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced on a similar alignment but closer to the east, (closer in the views) but would remain heavily filtered. The F Route would be removed from filtered oblique views northwest. This would occupy a very small proportion of the view and be barely perceptible due to heavy filtering by boundary trees. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term the views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.10	N/A
B1.F2	Public Right of Way	PRoW BW 37/10 and BW 37/11 running between Reeds Drive in the south and Pyde Drove (PRoW BW 37/13) in the north, running across the Woolavington Levels	High	Local	Medium	650m	The PRoW crosses fields and passes close to Middlemoor Water Park at the northern section. North of Middle Moor Drove the PRoW passes under the ZG Route and adjacent to the eastern boundary of the site of committed development ID 21, a solar energy facility, which would be visible in places to the west of the PRoW beyond a field boundary hedgerow adjacent to the PRoW. This committed development would introduce a solar energy facility into the existing view across fields. Receptors have views along the ZG Route passing over the site of committed development ID 21 to the west and across fields to the east, often visible above field boundary hedgerows and trees. In many places the mature hedgerow adjacent to the PRoW would heavily filter and obscure views of the site of the committed development. At the southern end of the PRoW near Woolavington receptors have direct and oblique views northwest towards the B3139 Causeway with the F Route visible above field boundary hedgerows and trees. Views to the south are heavily filtered by a mature field boundary hedgerow with the F Route visible above in places. The ZG Route is visible to the north passing east to west across the view and visible above field boundary hedgerows and trees. In places receptors have distant views southwest towards Puriton Ridge with the F Route visible on the ridge, backgrounded by fields and trees. At the top of the ridge the F Route pylons are visible on the skyline. Along the PRoW views west are typically heavily filtered by mature hedgerows, trees and vegetation with the F Route only perceptible at gaps and above field boundary hedgerows and trees across the Woolavington Levels. Where views west are available they include where the F Route and the ZG Route cross at the 'Huntspill Split'.	During construction: Low adverse In the short-term construction activity associated with phased works relating to the 'Huntspill Split' and for the proposed connection of the new 400kV overhead line with the ZG Route, and the removal of the F Route would be visible in places to west above field boundary hedgerows and trees. At-height work including cranes, temporary scaffolding and temporary pylons associated would be visible in these views. Views west, southwest and northwest towards proposed construction works from the majority of this PRoW would be filtered and screened by mature foreground hedgerow and trees or partially screened by intervening field boundary hedgerow and trees with construction works visible in places above. In places receptors would have distant views southwest towards removal of the F Route on Puriton Ridge with construction of the proposed 400kV overhead line visible in places further west. The magnitude of effect is considered to be low adverse and there would be a low alteration to the existing view and typically a low proportion of views would be affected for the short-term with heavy filtering in places. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line, supported by T-pylons, would be visible in oblique and direct views to the north, west and southwest. The alignment would be further east than the F Route removed and closer to receptors. Views would include the 'Huntspill Split' connection where the proposed 400kV overhead line T-pylons and the ZG Route lattice pylons would be visible where the overhead lines connect. At the connection two spans of the ZG Route would be removed from views. The proposed 400kV overhead line would be most visible to the north, above field boundary trees and hedgerows and where there is less backgrounding, but also to the southwest on Puriton Ridge between woodland blocks at Home Covert and Chisland Covert. The proposed 400kV overhead line T-pylons would be of a greater height than the F Route lattice pylons removed and would be more visible above field boundary trees and hedgerows due to the solid central column and cross arm. For the majority of the PRoW, views would remain filtered or glimpsed due to the heavily filtering in close proximity to the path and most glimpses are in oblique views. Typically the proposed 400kV overhead line T-pylons would be visible above field boundary trees and hedgerows. The F Route would be removed from oblique and direct views along with four spans of the ZG Route at the 'Huntspill Split'. Receptors would experience a low alteration to existing views and a small proportion of views would be affected for the short and medium-term. Receptors would experience a low adverse magnitude of effect in views. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.11 to B1.13	N/A
B1.F3	Public Right of Way	PRoW BW 37/12 running along Middle Moor Drove, Woolavington	High	Local	Medium	0m	Receptors have a mix of views along this PRoW which runs along Middle Moor Drove between the B3139 Causeway and Middlemoor Water Park. The ZG Route is parallel to the PRoW to the north and the F Route is to the west where it crosses the ZG Route at the 'Huntspill Split'. A mature hedgerow is adjacent to the northern boundary along much of the track with views available in places at gaps and at the western and eastern end where the hedgerow is lower and becomes sparse allowing more open views. Views include the ZG Route to the north, often visible above the mature roadside hedgerow with the F Route intermittently visible in the distance to the northwest above trees and hedgerows. In places views are heavily filtered and screened by the hedgerow. There is also a mature hedgerow along the southern edge of the track in places which filters and screens views. The site of committed development ID 21, a solar energy facility, is visible to the north of the PRoW at the central section and at the eastern end beyond boundary hedgerows. This committed development would introduce a solar energy facility into the existing view across fields. The ZG Route would be visible passing over the committed development. Where this PRoW approaches and joins the B3139 Causeway (Receptor B1.R3) open views west include where the F Route and the ZG Route cross at the 'Huntspill Split'. Views west extend along the ZG Route and north along the F Route, visible in places above trees and hedgerows. Views along most of this PRoW are generally heavily filtered with glimpsed views towards the F Route on Puriton Ridge. At the eastern end of the PRoW near Middle Moor Water Park views become more open.	During construction: Low adverse This PRoW would be managed during construction works. In the short-term construction activity associated with phased works relating to the 'Huntspill Split' and for the proposed connection of the new 400kV overhead line with the ZG Route, and the removal of the F Route would be visible from the western section of this PRoW, resulting in a localised moderate adverse magnitude of effect in views. At-height work including cranes, construction work areas, temporary scaffolding and temporary pylons and overhead lines associated with construction work would be visible in these views. Views west, southwest and northwest towards proposed construction works from the majority of this PRoW would be filtered and screened by mature foreground hedgerow and trees or partially screened by intervening field boundary hedgerow and trees. The magnitude of effect is considered to be low adverse overall with localised moderate adverse effects in views from the most western section of this PRoW. Overall there would be a low alteration to the existing view and typically a low proportion of views would be affected for the short-term with heavy filtering in places. Overall receptors would experience a low adverse magnitude of effect in views. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views at the western end of the PRoW passing over the PRoW and connecting to the ZG Route. The alignment would be further east than the F Route removed. Views would include the 'Huntspill Split' connection where the proposed 400kV overhead line T-pylons and the ZG Route lattice pylons would be visible where the overhead lines connect. At the connection two spans of the ZG Route would be removed from views which would have a beneficial effect, however the proposed 400kV overhead line, supported by T-pylons, would be more visible above hedgerows. At Middle Moor Water Park the F Route would be removed from distant views on Puriton Ridge and the proposed 400kV overhead line, supported by T-pylons, would be visible at the gap between woodland on the ridge. The magnitude of effect is considered to be low adverse overall with localised moderate adverse effects in views from the most western section of this PRoW where the proposed 400kV overhead line would pass over the PRoW. Typically overall receptors would experience a low alteration to existing views and a small proportion of views would be affected for the short and medium-term. Overall receptors would experience a low adverse magnitude of effect in views. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.14	VPB.1
B1.F4	Public Right of Way	PRoW BW 37/13 running along Pyde Drove (track)	High	Local	Medium	145m	Receptors have a mix of open and some filtered views along this PRoW which runs along Pyde Drove east of the B3139 Causeway. The ZG Route is parallel to the PRoW to the south and the F Route is to the west where it crosses the ZG Route at the 'Huntspill Split'. Mature hedgerows are adjacent to the southern boundary along much of the track that the PRoW is along and obscure views south with views available in places at gaps. To the north of the PRoW and track boundary hedgerows are lower with open views available northwest. Where available views include the ZG Route to the south, often visible beyond the mature roadside hedgerow with the F Route visible to the west and northwest above trees and hedgerows. The site of committed development ID 21, a solar energy facility, is visible to the south of the PRoW beyond boundary hedgerows. This committed development would introduce a solar energy facility into the existing view across fields. The ZG Route would be visible passing over the committed development. Where this PRoW approaches and joins the B3139 Causeway (Receptor B1.R3) open views west include where the F Route and the ZG Route cross at the 'Huntspill Split'. Views west extend along the ZG Route and north along the F Route, visible in places above trees and hedgerows. Views southwest along most of this PRoW are generally heavily filtered with glimpsed views towards the F Route on Puriton Ridge.	During construction: Low adverse This PRoW would be managed during construction works. In the short-term and for a short section of the PRoW the greatest magnitude of effect would be experienced at the western end near the B3139 Causeway where receptors would experience a moderate adverse magnitude of effect where construction works would be closest to receptors. Construction of the proposed 400kV overhead line supported by T-pylons would be visible connecting to the ZG Route supported by lattice pylons. Views would include the construction of temporary 400kV overhead lines and removal of two spans of the ZG Route temporarily visible above field boundary hedgerows and trees. At-height work including cranes, construction work areas, temporary scaffolding and temporary pylons associated with construction work would be visible. Views west and southwest towards proposed construction works from the majority of this PRoW would be filtered in many places by mature foreground hedgerow along the southern boundary of the track. Overall there would be a low alteration to the existing view and typically a low proportion of views would be affected for the short-term with filtering in places. Overall receptors would experience a low adverse magnitude of effect in views. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line, supported by T-pylons, would be visible connecting to the ZG Route, supported by lattice pylons. Parts of the alignment would be further east than the F Route removed with some parts further west. Views would include the 'Huntspill Split' connection where the proposed 400kV overhead line T-pylons and the ZG Route lattice pylons would be visible where the overhead lines connect. At the connection two spans of the ZG Route would be removed from views which would have a beneficial effect on receptor view at the western end of the PRoW where the proposed 400kV overhead line, supported by T-pylons, would be visible further west above hedgerows. Views north would include the proposed 400kV overhead line visible above field boundary trees and hedgerows. Where views southwest are available at gaps in boundary hedgerow the F Route would be removed from distant views on Puriton Ridge and the proposed 400kV overhead line, supported by T-pylons, would be visible at the gap between woodland on the ridge, visible beyond committed development ID 21. The magnitude of effect is considered to be low adverse overall with localised beneficial effects in views from the most western section of this PRoW where a section of the ZG Route would be removed and the proposed 400kV overhead line would be further west. Typically overall receptors would experience a low alteration to existing views and a small proportion of views would be affected for the short and medium-term. Overall receptors would experience a low adverse magnitude of effect in views. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.15	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Public Rights of Way within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.F5	Public Right of Way	PRoW BW 13/22 running southeast from Church Road, passed Durston's Farm and Cote Farm, and across part of Huntspill Moor	High	Local	Medium	275m	Views from the western extent of this PRoW are obscured by farm property and buildings and by mature hedgerow and trees. The F Route is perceptible in some views through field boundary vegetation, with only the upper part of 132kV pylons on the F Route visible with conductors visible against the sky. Looking east across Huntspill Moor part of the overall view is open with the F Route visible running across farmland. The other half of the view is heavily filtered and screened by field boundary vegetation. As the PRoW continues east 132kV pylons crossing the view are clearly visible due to proximity to the receptor and the absence of screening by intervening vegetation. The F Route passes over this PRoW and is clearly visible in views from the eastern extent of this PRoW. A number of pylons are visible running north to south into the distance.	During construction: Low adverse This PRoW would be managed during construction works. In the short-term works associated with the removal of the F Route would be visible including close proximity views where the F Route passes over this PRoW. The construction of the proposed 400kV overhead line would be perceptible in more distant views above field boundary vegetation. At-height works such as pylon erection would be perceptible to the east and ground-level working and machinery more perceptible from the eastern end of this PRoW. Given the distance and proportions of views affected for a short period of time the magnitude of visual effects would be low adverse overall. During operation: Low beneficial In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be introduced into more distant views on a different alignment to the F Route and to the east of this PRoW no longer passing over this public route. Beneficial visual effects would result from the removal of the F Route including from close proximity views and due to the introduction of the proposed 400kV overhead line in the more distant view or not visible in the view. Overall the magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.26	N/A
B1.F6	Public Right of Way	PRoW BW 13/28 running southeast across farmland to the east of East Huntspill	High	Local	Medium	485m	The F Route passes over the southeastern end of this PRoW and is clearly visible in close proximity views. Views extend along the F Route running roughly northeast southwest, partially filtered and screened by field boundary hedgerow and trees. Easterly views extend across Huntspill Moor and include the F Route across the view above (and obscured in places by) field boundary hedgerow and trees. 400kV pylons on a short section of the ZG Route is perceptible in the view southeast beyond the F Route, between intervening field trees.	During construction: Low adverse This PRoW would be managed during construction works. In the short-term at-height works associated with the construction of the proposed 400kV overhead line would be perceptible in distant views above field boundary vegetation. Works associated with the removal of the F Route would be visible in close proximity views (where the F Route passes over the eastern end of this PRoW) and across views east and southeast. Given the moderate and low proportions of PRoW views affected for a short period of time, the magnitude of visual effects would be low adverse overall. During operation: Low beneficial In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylons would be introduced into views on an alignment further away in the view, to the east of the F Route, which would be removed from PRoW views including close proximity views. The taller height of the T-pylon would be barely distinguishable in views due to distance and filtering by intervening vegetation. Due to the beneficial effects of removing the F Route in close views and in views along the existing overhead line at present; and the introduction of the proposed 400kV overhead line into the more distant view, the magnitude of effect would be low beneficial overall. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.27 and B1.28	N/A
B1.F7	Public Right of Way	PRoW AX23/3 between Southwick Road in the south and Mark Causeway in the north	High	Local	Medium	125m	Open views generally with some filtering by field boundary hedgerows and trees. The F Route is visible to the east and looking northeast towards Mark. Views from the northern section of this PRoW includes the F Route above field trees, seen running northeast towards Mark Causeway	During construction: Low adverse In the short-term views northeast and east would include ground level and at-height works associated with the construction of the proposed 400kV overhead line. Views northwest and west would include temporary at-height and ground level works to dismantle the F Route; however intervening hedgerow and trees would partially screen ground level works. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route would be removed from views northwest and west, and the proposed 400kV overhead line would be introduced into more views northeast and east across large flat fields towards Butt Lake Road. From the northern section of this PRoW views east would be screened by properties on Yardwall Road but the proposed 400kV overhead line would likely be glimpsed between properties on Yardwall Road. Although the F Route would be removed from views, the proposed 400kV overhead line would be visible in more open views and the new T-pylons would appear taller in the view. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. The magnitude of effect on this PRoW would be moderate adverse overall. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate Adverse	Moderate Adverse	B1.33	VPB26
B1.F7a	Public Right of Way	PRoW AX 23/9 running northwest of Tile House Road along a track	High	Local	Medium	765m	The majority of views are screened by intervening field boundary hedgerows with occasional views west over field gates across the adjacent fields towards the F Route. The F Route is glimpsed in the distance above intervening field boundary hedgerows and trees.	During Construction: Negligible In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would largely be screened by adjacent hedgerows with occasional views towards construction operations that would be barely perceptible in views above trees and hedgerows. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would largely be screened by adjacent hedgerows parallel to the PRoW. At field entrances and gaps in hedgerow the proposed 400kV overhead line would occasionally be visible in the distance above trees and hedgerows to the west and northwest. Where visible the proposed 400kV overhead line would be closer to receptors than the F Route removed due to the alignment being further east. The F Route would be removed from occasional filtered views. This would occupy a very small proportion of the view and would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.37	N/A
B1.F8	Public Right of Way	PRoW AX23/5 running east west between Green Drove (track) and Butt Lake Road	High	Local	Medium	60m	Looking to the west there are open views towards the settlement of Mark over hedgerows. The F Route is visible but is filtered by built form and vegetation. The upper part of the pylons and connectors are visible crossing the skyline directly in front. To the north oblique views are screened by mature trees and the settlement of Mark.	During construction: Moderate adverse In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line would be visible to the west in nearer views with the removal of the F Route visible above trees beyond. Due to the proximity of the new 400kV overhead line to the western end of the PRoW there would be some views of temporary working areas, cranes, scaffolding and access roads. The magnitude of effect during construction would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be seen in open views closer to the PRoW than the F Route (which would be removed from views). To the southwest and northwest the new 400kV overhead line will be more prominent in the view, particularly where the settlement and vegetation does not provide any filtering or backgrounding. Overall the magnitude of effect on completion would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.42 and B1.44	VPB7

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Public Rights of Way within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.F9	Public Right of Way	PRoW AX23/6 running north south between Green Drove (track) in the south and Mark Causeway	High	Local	Medium	400m	Existing views from the southern part of the PRoW looking west are open towards the settlement of Mark over fields and hedgerows. The F Route is visible but is filtered by built form and vegetation. The upper part of the pylons and connectors are visible crossing the skyline. Views from the northern section of the PRoW looking west are more obscured by mature trees and the settlement of Mark.	During construction: Moderate adverse In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line to the west and the removal of the F Route would be visible above trees to the west. From the southern part of the PRoW there would also be nearer views of ground-level working and temporary scaffolding at Butt Lake Road. The magnitude of effect during construction would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be seen in open views closer to the PRoW than the F Route (which would be removed from views). To the southwest and northwest the new 400kV overhead line will be more prominent in the view, particularly where the settlement and vegetation does not provide any filtering or backgrounding. Overall the magnitude of effect on completion would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.43	N/A
B1.F10	Public Right of Way	PRoW AX23/5 along Green Drove (track), Mark	High	Local	Medium	835m	Oblique view above hedge along bridleway looking across flat agricultural fields. The upper part of the F Route is visible in places, partially filtered by intervening hedgerow and trees and backgrounded by the Polden Hills to the southwest.	During construction: Low adverse In the short-term at height works associated with the construction of the proposed 400kV overhead line would be visible above field boundary vegetation. At-height construction work includes cranes and temporary scaffolding would be perceptible in these views. It is also possible that there would be distant views of at-height works to remove the F Route. Given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced closer into the view from this PRoW than the F Route removed. The proposed 400kV overhead line would be visible in oblique views and filtered in places by intervening field boundary vegetation. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.39b and B1.45	N/A
B1.F11	Public Right of Way	PRoW AX23/4 between Mark Causeway in the south and Back Lane in the north	High	Local	Medium	385m	This PRoW follows a field boundary, lined with mature trees to the east, from its entrance on Mark Causeway to Northwick Road. Receptors have limited views west of the F Route in the distance due to filtering and screening by a series of field boundaries lined with hedgerows and trees and screening by properties on Mark Causeway. Views are more open beyond 'The Cottage' at its northern end where the F Route is intermittently visible to the west and the north between field boundary hedgerows and trees. To the west an F Route pylon is visible above intervening field boundary trees with the lower parts screened. Views north across the adjacent road and fields beyond include the F Route pylons in the distance crossing part of the view, largely backgrounded by landform with the upper parts clearly visible.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and removal of the F Route would be perceptible in places above field boundary vegetation, trees and in places above properties. There would be a small proportion of the view affected for the short-term and the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be further east, closer to receptors, and would be visible in views west above field boundary trees and hedgerows and in places above properties on Mark Causeway. In places trees would filter views of the T-pylons and conductors the the overhead line more visible at gaps between trees. In the northern section views are more open beyond 'The Cottage' and the proposed 400kV overhead line, supported by T-pylons, would be intermittently visible to the west and the north between field boundary hedgerows and trees and above intervening vegetation with the lower parts screened. Views north would include the T-pylons in the distance crossing part of the view, visible above trees and hedgerows and partially backgrounded by landform in places. The proposed 400kV T-pylons would be taller than the F Route lattice pylons removed and would be filtered by mature vegetation across field boundaries. The F Route would be removed from oblique and direct views above trees and hedgerows. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.49	N/A
B1.F12	Public Right of Way	PRoW AX23/10 along Back Lane Track between Harp Road in the west and Northwick Road in the east, (north of Mark Causeway)	High	Local	Medium	0m	There are oblique views from the Northwick Road end of this PRoW across fields but views are heavily filtered by field boundary trees. The F Route is perceptible but not an obvious feature within the view. Further west, westerly views are channelled along Back Lane. Views are filtered to the south by field boundary trees with views opening up to the northwest including the F Route partially backgrounded by Brent Knoll. The F Route is partially filtered by intervening field boundary vegetation. Views from the western section of this PRoW (closer to Harp Road) include open and filtered views of the F Route running northeast across farmland and southwest passing over Coombes Caravan and Camping Park. Views east extend along this PRoW on Back Lane Track and across farmland to the south and north, in places over hedgerow, in others partially screened by tall mature hedgerow.	During construction: Moderate adverse This PRoW would be managed during construction works. In the short-term the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in near views from the western part of this PRoW receptor. The temporary construction haul roads, scaffolding and hedgerow removal would be introduced into near views where the proposed 400kV overhead line would pass over this PRoW. Views would extend south and north along the temporary haul road towards the pylon working areas along the route of the proposed 400kV overhead line. From the eastern part of the PRoW views would be more distant and filtered in part by field boundary trees. Overall the magnitude of effect during construction would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would pass over this PRoW, and a T-pylon would be visible in open near views to the south from the western extent of the PRoW. The F Route would be removed from views to the north and west from the most western extent of this PRoW. Hedgerow would be replanted in-situ following completion of construction works. Further east on this PRoW visibility of the proposed 400kV overhead line reduces to filtering and screening by intervening field boundary hedgerow and trees. The proposed 400kV overhead line using the T-pylon would be taller and closer in the view than the F Route, however the F Route forms part of the existing view, and would be removed from PRoW views. Overall, the magnitude of effect would be moderate adverse due to a moderate proportion of PRoW views (in particular from the western extent of this PRoW) being affected by the proposed 400kV overhead line. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.47, B1.48 and B1.50	N/A
B1.F13	Public Right of Way	PRoW AX23/11 along Back Lane (track) west of Harp Road	High	Local	Medium	230m	This PRoW runs east west along Back Lane towards Harp Road, to the north and parallel to Mark Causeway. From the eastern end of this PRoW the F Route is seen passing over Coombes Cider Mill Caravan and Camping Park and Harp Road. The 132kV pylon south of the Caravan Park is clearly visible and the 132kV pylon east of Harp Road is filtered by roadside trees. Views north are enclosed by field boundary trees along the north side of this PRoW. Views from this PRoW to the west of the Caravan and Camping Park are open across pasture towards the rear of properties along Mark Causeway. The F Route (passing over Mark Causeway and the Caravan and Camping Park) is partially screened by intervening mature trees and built form with the upper part of the F Route clearly visible above. Further west on this PRoW views are contained by mature vegetation on both sides of this PRoW.	During construction: Low adverse In the short-term at-height construction activity associated with the removal of the F Route would be visible in close views from the eastern extent of this PRoW. Scaffolding adjacent and passing over Harp Road would be perceptible in views from this PRoW adjacent to Harp Road. Glimpsed views of works relating to the construction of the proposed 400kV overhead line further east are anticipated through and above filtering and screening by intervening trees and hedgerow. Given the distance and proportions of views affected for a short period of time the magnitude of visual effects would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from easterly and southerly views including close proximity views. The proposed 400kV overhead line supported with T-pylons is anticipated to be perceptible further away in the view than the F Route removed. Due to the removal of the F Route across views and in close PRoW views, the magnitude of effect would be low beneficial overall. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.52	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Public Rights of Way within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.F14	Public Right of Way	PRoW AX 23/15 along Pilrow Wall, between Church Street in the south and a footpath junction in the north, to the east of Vole	High	Local	Medium	295m	There are oblique glimpsed views west through gaps in hedgerow. The F Route is partly visible screened and filtered to the lower elevations of 132kV pylons by intervening hedgerows and trees, and in some views backgrounded by Brent Knoll with conductors perceptible across the skyline. Further north oblique PRoW views west become more frequent including views of the angle pylon east of Vole. At the PRoW junction with PRoW AX 23/13 and AX 23/14 there are oblique views northwest. The view extends along a stream running east to west towards a 132kV pylon on the F Route. Pylons are visible against the sky for the most part except where there is backgrounding by Brent Knoll.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in glimpsed views west with the effects increasing in views from this PRoW further north. At height construction work includes cranes and potentially temporary scaffolding over Vole Road would be perceptible in westerly views. Given the distance of proposed works from this PRoW and the proportions of the views affected, the magnitude of effect in PRoW views overall would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views on an alignment to the east of the F Route roughly parallel to the F Route, which would be removed from views. In views from the northern part of this PRoW receptor, the proposed 400kV overhead line would be seen closer in views supported with the taller T-pylon. Further south intervening screening and filtering, and distance would reduce the effect of the taller T-pylons. In the northern section of the PRoW views of the proposed 400kV overhead line would be clearly visible. Overall the Proposed Development would result in a low alteration to existing PRoW views overall. The magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.63, B1.70 and B1.71	VPB4
B1.F15	Public Right of Way	PRoW AX 23/14 running southeast of Vole Road	High	Local	Medium	0m	Views from this PRoW are open across flat farmland with low hedgerow field boundaries, which are gappy in places. The F Route passes over this PRoW and is clearly visible in views north and southwest along this overhead line. Some views southwest along the F Route are shortened by mature garden trees and property at Vole House. The F Route is visible across the full extent of westerly views. Pylons are visible against the sky for the most part except where the F Route is backgrounded by Brent Knoll and by the Mendip Hills to the north.	During construction: Moderate adverse This PRoW would be managed during construction works. In the short-term construction works (including activity at equi-potential zones adjacent to the angle pylon proposed to the south of this PRoW, and vehicle movements along the temporary haul road), associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be clearly visible, including in close proximity views where this PRoW runs beneath the F Route and the proposed 400kV overhead line, and where a large proportion of the view would be affected. The magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views and would be clearly visible (in places above field boundary hedgerow and trees) on an alignment to the east of the F Route removed, comprising an angle pylon to the south of this PRoW. (At present the F Route includes an angle pylon to the north). The first T-pylon to the north of this PRoW would be further north in the view than the equivalent 132kV pylon on the F Route removed. The proposed 400kV overhead line would extend across a moderate proportion of views west and east with pylons backgrounded by Brent Knoll and the Mendip Hills in some views. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.65, B1.66 and B1.71	VPB10, VPB11 and VPB4
B1.F16	Public Right of Way	PRoW AX23/13 running northwest from Kingsway	High	Local	Medium	295m	There are westerly views through gaps in hedgerow in places. The F Route is visible above intervening hedgerow and trees along field boundaries and along Pilrow Wall. Brent Knoll and the Mendip Hills to the north partially background the F Route in some views.	During construction: Low adverse In the short-term construction of the proposed 400kV overhead line would be visible above field boundary vegetation with at-height works and cranes visible for a short period. In places there would be views west at gaps in hedges towards a conductor pulling site. Works relating to the removal of the F Route would be visible above trees and hedgerows. There would be a low alteration to the existing view and typically a low proportion of views would be affected for the short-term. Receptors would experience a low adverse magnitude of effect in views. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment though slightly further east than the F Route removed and closer to receptors. The proposed 400kV overhead line would be visible above field boundary vegetation and hedgerows and would be taller than the F Route removed due to the greater height of the T-pylons. A T-pylon angle pylon would be visible above hedgerows to the southwest. Brent Knoll and the Mendip Hills would partially background the proposed 400kV overhead line in places and the F Route would be removed from views. There would be a low scale of change from the existing view and a small proportion of the view would be affected. The magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.F17	Public Right of Way	PRoW AX23/12 running west along Drove Way (track) towards Kingsway	High	Local	Medium	575m	Views are open from this PRoW across the adjacent fields but are shortened at Kingsway due to tall hedgerow and mature trees growing along the west side of this road. There is a channelled glimpsed view above a field gate of the F Route running roughly north south in the far distance, partly backgrounded by Brent Knoll and with lower elevations screened by intervening field boundary hedgerow and trees.	During construction: Low adverse In the short-term construction works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in a low proportion of glimpsed filtered views. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced closer into the view than the F Route removed; however the proposed 400kV overhead line would be visible in a small proportion of views from the majority of this PRoW and would result in a low alteration to existing views from this PRoW. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the new 400kV overhead line would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.F18	Public Right of Way	PRoW AX 17/30 running north south along Pilrow Wall	High	Local	Medium	125m	This PRoW is along the northern section of Pilrow Wall. Westerly views are screened in places by trees and hedgerow and views are restricted to field gates and gaps in vegetation. The F Route is visible above hedgerow field boundaries, seen relatively close to this PRoW and running parallel to the west. Further north views are open and become more expansive to the west and northwest. At the northern end of this PRoW at Pill Road there are open views including the F Route clearly visible running across the view. Brent Knoll is a visible feature in the view, providing backgrounding and the F Route becomes less perceptible in views north, due to distance and backgrounding by the Mendip Hills beyond.	During construction: Moderate adverse In the short-term construction works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in westerly views. Views would include construction vehicle movements along the temporary haul road, visible above field boundary hedgerow, and scaffolding adjacent to Pill Road where the F Route and the proposed 400kV overhead line pass over this road. Overall, views of proposed construction works would be visible in close proximity views, (where not screened by hedgerow and trees) and would be visible across a large proportion of the view. The magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced on a similar alignment to the F Route removed, although closer in views from this PRoW. The T-pylon, taller than the 132kV pylons removed, would result in the 400kV overhead line being more visible above hedgerow and trees and in open views from this PRoW. The proposed 400kV overhead line would result in a partial alteration to the existing view and in some instances extending across a moderate proportion of PRoW views. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the proposed 400kV overhead line would remain the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.71, B1.74 and B1.75	VPB4
B1.F19	Public Right of Way	PRoW AX 2/14 running southwest towards Kingsway (east and south of New Homestead Farm)	High	Local	Medium	555m	Views west extend over open fields and are obscured in places by New Homestead Farm. The F Route is perceptible across the view (running north south) visible above and between intervening field boundary hedgerow and trees, with some backgrounding by Brent Knoll beyond.	During construction: Low adverse In the short-term works relating to the construction of the proposed 400kV overhead line and removal of the F Route would be visible above intervening hedgerow and trees, visible for a short period of time in a generally low proportion of PRoW views. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment to the F Route (which would be removed from views) although slightly closer in views from this PRoW, and supported with the taller T-pylons. T-pylons would be more visible above intervening hedgerow and trees and above New Homestead Farm. Overall the Proposed Development would result in a low alteration to the existing view which includes filtering, screening and some backgrounding in views that comprise the F Route at present. Overall the magnitude of effect in views would be low adverse. After 15 years: Low adverse In the long-term views of the proposed 400kV overhead line would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.73	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Public Rights of Way within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.F20	Public Right of Way	PRoW AX 17/24 north of Pill Road	High	Local	Medium	335m	This PRoW follows the track north of Pill Road, runs northwest and changes direction to run southwest, within 1km of the LoD for the proposed 400kV overhead line. PRoW users have open expansive views east, northeast and southeast including the F Route as it runs north south across part of these views. 132kV pylons are partly backgrounded by the Mendip Hills with filtering and screening to the lower elevations by mature field boundary trees.	During construction: Low adverse In the short-term construction activity including cranes and scaffolding (adjacent to and over Pill Road), associated with works relating to the removal of the F Route and the construction of the proposed 400kV overhead line would be visible above field boundary hedgerow and trees. Given the proportions of PRoW views affected for a short period of time, the magnitude of effect in views from this PRoW would be low adverse overall. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views on a similar alignment to the F Route, (which would be removed from views) though slightly further away from the receptor. Due to distance, and the filtering and screening effect of field boundary hedgerow and trees, the taller height of the T-pylons supporting the proposed 400kV overhead line would result in a low scale of change in views overall. The magnitude of effect in PRoW views overall would be low adverse. After 15 years: Low adverse In the long-term views of the proposed 400kV overhead line would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.F21	Public Right of Way	PRoW AX 17/12 between Kingsway in the southeast and Gills Lane at Rooks Bridge in the northwest	High	Local	Medium	0m	There are open expansive views from this PRoW, which include the F Route running across the full extent of the view. The F Route also passes over a middle section of this PRoW clearly visible to the north and running to the south. Views from this PRoW are however filtered and screened in places where there are mature trees and hedgerow close in the view and visibility of the F Route reduces with distance and due to intervening field boundary hedgerow and trees, and backgrounding by Brent Knoll and the Mendip Hills.	During construction: Moderate adverse This PRoW would be managed during construction works. In the short-term construction activity at pylon working areas and movement along the temporary haul road associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible across views (including scaffolding over Pill Road) and in close proximity views where the proposed 400kV overhead line and F Route pass over this PRoW. Due to construction works being seen in close proximity views in a large proportion of the majority of views from this PRoW, the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be visible on a similar alignment to the F Route removed, including where the overhead line passes over this PRoW. The taller T-pylons would be more visible than the 132kV pylons removed. There would be some filtering and screening of the proposed 400kV overhead line by trees and hedgerow in close views and along more distant field boundaries and along the A38 Bristol Road; and the proposed 400kV overhead line would be backgrounded by the Mendip Hills and Brent Knoll in some views. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the proposed 400kV overhead line would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.76 to B1.79	VPB16
B1.F22	Public Right of Way	PRoW AX 17/6 south of the A38 Bristol Road running southeast to Pill Road	High	Local	Medium	580m	From this PRoW on the A38 Bristol Road there are partial views southeast across the field in the immediate foreground, looking over distant mature field boundary hedgerow and trees and farm buildings, only the very top elevations of the F Route 132kV pylons are visible. There is a low voltage line in close views running through the field and over the PRoW close to Pill Road, where views are obscured due to properties and mature garden vegetation in the foreground.	During construction: Low adverse In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in generally low proportions of PRoW views. Given the distance of construction works in PRoW views and the proportions of views affected for a short period of time, overall the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylons would be introduced into views along a similar alignment to the F Route, which would be removed from views. The proposed 400kV overhead line would result in a low alteration to the existing PRoW views, which comprise filtering and screening, and at present, the F Route. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the proposed 400kV overhead line would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.F23	Public Right of Way	PRoW AX17/20 running northeast from Rooksbridge Road	High	Local	Medium	330m	Receptors have open and expansive views north and east over intervening hedgerows for the entire length of this short PRoW. The F Route is barely perceptible in the far distance across the view, partly backgrounded and screened by intervening field boundary trees.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible above intervening field boundary hedgerow and trees. Given the degree of screening and filtering in views and the generally low proportions of the view affected, the magnitude of effect on PRoW views overall would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views on a similar alignment to the F Route, which would be removed from views. The taller height of the T-pylon supporting the proposed 400kV overhead line would result in a low alteration to the existing view, which includes filtering, screening, and backgrounding, and at present the F Route. The magnitude of effect in PRoW views overall would be low adverse. After 15 years: Low adverse In the long-term views of the proposed 400kV overhead line would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.F24	Public Right of Way	PRoW AX2/9 running between Biddisham Lane in the north, near Manor Farm and the A38 Bristol Road in the south	High	Local	Medium	665m	From the northern end of this PRoW westerly views extend across open fields divided by hedgerow field boundaries, gappy in places. Intervening mature field boundary hedgerow becomes denser and closer in views further south on this PRoW providing greater screening in views towards the F Route. The F Route runs north south across the oblique view, partially backgrounded Brent Knoll and the Mendip Hills in views southwest, and north and northwest, visible above field boundary vegetation. The taller 132kV pylons where the F Route passes over the A38 Bristol Road are perceptible in views southwest.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible above field boundary hedgerow and trees. Temporary construction compounds north of the A38 Bristol Road would be screened in views southwest, west and northwest by mature hedgerow and trees along field boundaries and Fletchers Lane. Views northwest towards construction works for the South of Mendip Hills CSE compound, within the adjacent Hams Lane temporary compound and relating to the installation of proposed underground cables would be heavily filtered and screened by intervening hedgerow and trees. These works would likely be glimpsed in views from the northern end of this PRoW near Biddisham Lane. Given the distance and generally low proportions of the views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with T-pylons would be introduced into views on an alignment roughly parallel to the F Route, (which would be removed from views), but deviating from the F Route to the west towards the South of Mendip Hills CSE compound. The taller height and solid central column and cross arm would result in T-pylons being more visible above field boundary hedgerow and trees in oblique views. The CSE compound would be glimpsed through field boundary hedgerow in limited views from the northern end of this PRoW. Overall the proposed 400kV overhead line would result in a low alteration to existing views. The magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.96 and B1.97	VPB17

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Public Rights of Way within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.F25	Public Right of Way	Western extent of PRoW AX 2/10 at Biddisham Bridge, running northwest to the A38 Bristol Road	High	Local	Medium	915m	Views west and southwest are screened by intervening field boundary hedgerow and trees. Views northwest are screened by properties and hedgerow and trees along Biddisham Lane. Views northwest from the northern end of this PRoW across the A38 Bristol Road and the adjacent fields include the distant F Route, perceptible above intervening vegetation running roughly north south. The Mendip Hills provide backgrounding to part of the F Route in view.	During Construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in limited distant views from the northern end of this PRoW. Temporary construction compounds to the north of the A38 Bristol Road would be screened in views by intervening mature hedgerow and trees. The magnitude of effect in PRoW views overall would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported by T-pylons would be introduced into limited distant views northwest on an alignment further west than the F Route, which would be removed from the view. Due to the taller height of the T-pylon the upper part of the T-pylons would be visible above intervening vegetation resulting in a low alteration to the existing view. The magnitude of effect in PRoW views would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.93	N/A
B1.F26	Public Right of Way	PRoW AX 2/8 east of Biddisham Lane	High	Local	Medium	705m	Westerly views from this section of PRoW are obscured and heavily filtered by field boundary hedgerow and trees, property and farm buildings and garden vegetation at Manor Farm, and mature trees within the churchyard at St John's the Baptist Church and along Biddisham Lane. The F Route is perceptible through and beyond filtering by trees along Biddisham Lane, perceptible above hedgerow and trees in filtered views from the western end of this PRoW on Biddisham Lane.	During Construction: Negligible In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be barely perceptible or not visible in views due to intervening screening. From the western end of this PRoW at Biddisham Lane at-height works would be perceptible in a very small proportion of the overall view (with filtering by trees along Biddisham Lane and along field boundaries). The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced into a very small proportion of PRoW views on an alignment further to the west of the F Route, which would be removed from limited views. From the western end of this PRoW at Biddisham Lane the proposed 400kV overhead line would be perceptible in a very small proportion of the overall view (with filtering by trees along Biddisham Lane and along field boundaries, and backgrounding by the Mendip Hills). The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.98	N/A
B1.F27	Public Right of Way	PRoW AX 2/15 running northwest southeast towards the River Axe	High	Local	Medium	0m	This PRoW runs between PRoW AX 2/13 along the River Axe and Biddisham Lane. There are open views across flat pasture over low hedgerows with occasional trees. The F Route runs close by to the west and is clearly visible in views extending to the south and north.	During construction: Not a receptor This PRoW is not a receptor as it would be temporarily stopped up for the duration of construction works. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced into the view running south from the proposed CSE compound into the distance. The proposed 400kV overhead line would be further away in the view, extending across a smaller extent of overall views from this PRoW than the F Route removed. The F Route would be removed from views northwest towards the Mendip Hills and Loxton Gap. The South of Mendip Hills CSE compound would comprise a small part of the overall view. The River Axe cables bridge option would be seen in near and open views. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries (where necessary) protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. Due to the introduction of the River Axe cables bridge option close into views resulting in a partial alteration to the view, the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term. After 15 years landscape mitigation planting would provide more effective screening in views towards the CSE compound, and landscape planting north of the River Axe associated with the River Axe cables bridge option would shorten views across flat farmland.	PRoW temporarily stopped up for the duration of construction works.	Moderate adverse	Moderate adverse	B1.105 to B1.107	N/A
B1.F28	Public Right of Way	PRoW AX 2/13 running northwest southeast along the River Axe, (over the motorway footbridge and along a section of the River Axe west of the M5), and running south north along Hams Lane	High	Local	Medium	0m	This PRoW follows the southern bank of the River Axe from PRoW AX2/15 (near Biddisham Lane) over the M5 footbridge and north towards Loxton. There are generally open views across flat pasture over low hedgerows with occasional trees. The F Route runs over the PRoW and is clearly visible in views south and north. There is a pylon to the immediate north of the river which is prominent in the view, with screening at the base by hedgerow and tree planting. West of the footbridge views south are screened by the road bridge embankment and field boundary vegetation. Views from this PRoW on Hams Lane are largely screened towards the F Route by mature hedgerow alongside this track. There are occasional gaps in hedgerow or views at field openings allowing views east towards parts of the F Route running north of the River Axe.	During construction: Not a receptor This PRoW is not a receptor as it would be temporarily stopped up for the duration of construction works. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into the view running southward from the CSE compound and extending into the distance. The proposed 400kV overhead line would be visible further away from the PRoW than the F Route removed. The F Route would be removed from northerly and easterly views towards the Mendip Hills and Loxton Gap. The South of Mendip Hills CSE compound would comprise a small part of the overall view with partial screening by the road bridge embankment. The River Axe cables bridge option would be seen in views southeast from this PRoW running over and to the east of the M5, with partial screening in some views by mature hedgerow north of the River Axe. Views from this PRoW already comprise a footbridge and road bridge over the M5 in addition to the M5 and motorway traffic. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries (where necessary) protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. Overall given the absence of a new 400kV overhead line where the F Route was close in the view, and in views north and east, adverse effects would result from the CSE compound visible in a small part of overall views and the proposed 400kV overhead line being introduced further south on a similar alignment to the F Route removed. The magnitude of effect would be low adverse. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term. After 15 years landscape mitigation planting would provide more effective screening in views towards the CSE compound, and mitigation planting along the M5 and on field boundaries would provide additional filtering and screening of the CSE compound and proposed 400kV overhead line. Planting proposed north of the River Axe associated with the River Axe cables bridge option would shorten views from the eastern end of this PRoW across flat farmland.	PRoW temporarily stopped up for the duration of construction works.	Minor adverse	Minor adverse	B1.108 to B1.111	VPB19

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Public Rights of Way within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.F29	Public Right of Way	PRoW AX 2/12 and AX 15/15 running west beyond Poplar Farm	High	Local	Medium	340m	This PRoW heads east along a track from Waterfront Farm to Poplar Farm along the southern banks of the River Axe. Some views are filtered to the northwest towards the Loxton Gap by trees along the River Axe. There are open views west across flat pasture with the F Route visible crossing the view as it travels north/south. The pylons are filtered at the base only. There are long distance views south and southwest across farmland and hedgerow vegetation.	During construction: Low adverse In the short-term at height construction activity associated with the removal of the F Route and the proposed 400kV overhead line and the construction compounds would be temporarily perceptible in direct views along the PRoW to the west. The preparation of the trenches and installation of the underground cables would be glimpsed in views through filtering. During operation: Low beneficial There would be filtered views of the proposed underground cable swathe and southwest to the proposed CSE compound near the M5 in close proximity views from the start of the PRoW/end of Biddisham Lane. Initially the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries in the short and medium-term. Replacement hedgerow planting would have matured and stock-proof fencing protecting hedgerows would not be visible. The F Route would be removed from views and the proposed 400kV overhead line would be introduced further to the southwest into views which are already affected by the F Route. Magnitude of change is deemed to be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated on completion. Views of the CSE compound would largely be screened by mitigation planting surrounding each structure with gantries visible above tree planting.	Minor adverse	Minor beneficial	Minor beneficial	B1.104	N/A
B1.F30	Public Right of Way	PRoW AX 2/12 and AX 15/15 running west towards Poplar Farm	High	Local	Medium	655m	This PRoW runs across a field towards a footbridge over the River Axe and runs northwest and west along the river. Views are open to the west across flat pasture with partial screening in views west and northwest by intervening mature hedgerow and trees. The F Route is distinguishable across the view with the upper parts of 132kV pylons visible above field boundary trees.	During construction: Low adverse In the short-term at-height construction activity associated with the removal of the F Route would be perceptible in no greater than a low proportion of views above field boundary trees to the west and northwest. At-height works to construct the proposed 400kV overhead line in views southwest on an alignment further west than the F Route would be perceptible in generally very small proportions of the view. Works relating to the installation of proposed 400kV underground cables within the northern part of Section B may be perceptible in some PRoW views northwest where not filtered or screened by intervening hedgerow and trees. Given the distance and proportions of views affected the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylons would be introduced into a more distant view than the F Route (removed from the view) on a different alignment running towards the CSE compound, which would be screened in the view. The magnitude of effect in PRoW views overall would be low beneficial due to the removal of the F Route across the view. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
B1.F31	Public Right of Way	PRoW AX 15/3 running northwest towards Kennel Lane	High	Local	Medium	410m	Views west, southwest and northwest are predominantly screened or heavily filtered by mature foreground trees and hedgerow and or by intervening hedgerow field boundaries with trees. The upper part of the F Route is perceptible through foreground filtering and above field boundary screening in part of the westerly view.	During construction: Low adverse In the short-term at-height construction activity associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be perceptible in filtered partial views above field boundary trees. Works relating to the installation of proposed 400kV underground cables within the northern part of Section B would be barely perceptible or not visible. Given the distance and low proportions of the views affected, the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from low or very low proportions of the view resulting a beneficial visual effects. The proposed 400kV overhead line supported with the taller T-pylon introduced on an alignment further to the southwest, more distant in views than the F Route and barely perceptible or not visible due to distance and intervening screening and filtering. The magnitude of effects would be low beneficial overall. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
B1.F32	Public Right of Way	PRoW AX 15/2 running southwest from Webbington Road in the north and Kennel Lane in the south	High	Local	Medium	295m	Receptors have open, expansive and elevated views west, southwest and south across the wide expansive Somerset Levels and Moors with Brent Knoll a feature of the view, the Polden Hills (including Puriton Ridge) in the distance and the Quantock Hills in the far distance. Views from this PRoW further south on lower ground become partly obscured by properties and farm buildings on Kennel Lane. The F Route is perceptible in views backgrounded by the Somerset Levels and Moors beyond. The ZG Route is perceptible in the far distance running east and west with backgrounding by the Polden Hills beyond.	During construction: Low adverse In the short-term works associated with the removal of the F Route and installation of the proposed 400kV underground cables would be visible on lower ground across the view west and southwest. Proposed 400kV underground cables work would comprise the removal of short sections of hedgerow within the cables swathe, topsoil stripping and creation of soil heaps, creation of cable trenches and a temporary haul road with post and wire fencing on both sides protecting the working area. Further south construction of the proposed 400kV overhead line supported by T-pylons, the South of Mendip Hills CSE compound and the River Axe cables bridge option and temporary construction bridge would be visible on the Levels and Moors in Section B. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse During operation: Low adverse On completion, the reinstated and reseeded underground cable swathes would be perceptible along with replanted hedgerow field boundaries protected with fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. In the short and medium-term the F Route would be removed from views southwest resulting in a beneficial visual effect. The proposed South of Mendip Hills CSE compound and River Axe cables bridge option would be visible, and the proposed 400kV overhead line supported by T-pylons on an alignment to the west of the F Route to the south of the River Axe and backgrounded by the Levels and Moors beyond. The greater height of the proposed 400kV overhead line T-pylons and the solid central column and cross arm would be more visible against backgrounding and above trees than the F Route removed. The South of Mendip Hills CSE compound would also be visible adjacent to the M5 motorway, partially obscured by the adjacent bridge embankments. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing expansive views and the magnitude of effect would be low adverse. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow.	Minor adverse	Minor adverse	Minor adverse	B1.113	VPB20

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Sports Pitches within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.SP1	Sports Pitch	East Huntspill Cricket Ground	Low	Local	Low	260m	There are mature trees around the perimeter of this cricket ground and along the drive to the cricket club off Merry Lane. There are open views south across flat farmland towards Puriton Ridge in the distance. The ZG Route is anticipated to be perceptible in distant views backgrounded by the ridge landform. The F Route is visible running northeast southwest in open and filtered southerly views from the cricket ground. Views north along the F Route are obscured by intervening mature trees.	During construction: Low adverse In the short-term construction works to dismantle the F Route and to construct the proposed 400kV overhead line on a different alignment to the east of the F Route would be visible in open views and above and between intervening boundary trees. A moderate or low proportion of the view would be affected for a short period of time during construction. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from views and the proposed 400kV overhead line would be introduced into views south, southeast and east. The proposed 400kV overhead line would be further away in views but would extend across a greater extent of distant views south visible above field boundary hedgerow and trees. Overall, the proposed 400kV overhead line would result in a low alteration to existing views that comprise the F Route at present, albeit on an alignment to the west of cricket ground. Overall the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.SP2	Sports Pitch	Mark Moor Bowling Club and Sports Pitches, on Vole Road, Mark	Low	Local	Low	825m	Views are generally open to the west, northwest and north with some filtering in views by hedgerow and trees. The F Route is visible in the distance above intervening hedgerow and trees along field boundaries. The F Route is less visible to the northwest and north due to distance, screening by intervening hedgerow and trees, and backgrounding by Brent Knoll and the Mendip Hills.	During construction: Low adverse In the short-term views west, northwest and north would include at-height works to construct the proposed 400kV overhead line and to remove the F Route temporarily visible above hedgerows and trees. Construction activity and vehicle movement would be visible in a low proportion of overall views. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term in views west, northwest and north, the proposed 400kV overhead line would be introduced along similar alignment (but slightly closer) and extent of the view to the F Route removed. Due to increased height of the T-pylon, the proposed 400kV overhead line would be more visible above hedgerow and trees and above backgrounding. Overall the proposed 400kV overhead line would result in a low alteration to the existing view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.63	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Churches within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.C1	Church	St John the Baptist Church, on Biddisham Lane, Biddisham	Medium	Local	Medium	700m	There are limited views southwest from St John the Baptist Church on Biddisham Lane towards the F Route due to filtering and screening by intervening mature trees and hedgerow (within the Church grounds and along Biddisham Lane), and by properties on Biddisham Lane.	During construction: Negligible In the short-term proposed construction works would be barely perceptible in views southwest due to filtering and screening by intervening trees, hedgerow and built form. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment to the F Route, although slightly to the west of the F Route removed. The proposed 400kV overhead line may be glimpsed in limited views but would affect a very small negligible proportion of the view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.97 and B1.98	VPB17

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Outdoor Recreation, Education and Community Facilities and Tourist Accommodation within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.M1	Recreation facility	Club 37, open for non-members, on the Western Approach Road, Woolavington (single storey)	Medium	Local	Medium	470m	Front and side direct and oblique view with filtering by mature trees to the west in the grounds of the former Ordnance Factory site. Backgrounding by woodland. The F Route is not visible in the views.	During construction: Negligible In the short-term receptors would experience a negligible magnitude of effect with temporary glimpses of at-height works including cranes erecting the proposed 400kV overhead line in filtered views. A very small proportion of the view would be affected resulting in a negligible magnitude of effect. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced into side filtered views anticipated to be barely perceptible or screened by intervening trees to the east. The top of the proposed 400kV overhead line supported by T-pylons may be perceptible in filtered front elevation views. Conductors would be largely filtered or screened by intervening trees. The magnitude of effect would be negligible After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.2	N/A
B1.M2	Allotments	Allotment site on the eastern edge of Puriton	Medium	Local	Medium	735m	View east across flat fields with boundary hedgerows. To the northeast, Brent Knoll is visible in oblique glimpsed views in the far distance, though mostly filtered. The ZG Route is clearly visible in views to the north, partially backgrounded by Brent Knoll. Minimal filtering to pylons in views, becoming more screened due to vegetation and distance as the line travels away. View directly east is heavily filtered in views by mature woodland planting. In the immediate foreground, a timber pole line passes through the field. The F Route is heavily filtered by woodland in views, however the ZG Route is visible in glimpsed views.	During construction: Negligible In the short-term at height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in views. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced on similar alignment heading north closer to the east (further in the views) but would remain heavily filtered. The ZG Route pylons would remain visible over heavy filtering. The F Route would be removed from oblique and direct views to the east. Magnitude of change is deemed to be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.4	N/A
B1.M3	Recreation and tourist facility	Middle Moor Water Park, Middle moor Swim School and Holiday Cottages	High	Local	Medium	710m	Westerly views are partially obscured by manmade earth mounds within the western extent of Middle Moor Water Park. However views are possible beyond these mounds and extend across flat pasture to the west. The F Route is perceptible in places above and between mature trees, (and where not heavily filtered by intervening field boundary trees) seen running north towards the ZG Route. The ZG Route is clearly visible in northerly views, seen running east west to the north of the Water Park, and to the immediate north and parallel to Middle Moor Drove, which provides access to this recreation facility. In places the ZG Route is filtered and partially screened by intervening trees, including foreground trees in places along Middle Moor Drove. Intervening trees screen the F Route where it runs underneath the ZG Route in views from the lake. In views southwest the F Route is perceptible on the top of Puriton Ridge.	During construction: Low adverse In the short-term at-height construction works associated with the removal of the F Route and the construction of the proposed 400kV overhead line (closer in the view west than the F Route) would be perceptible above field boundary hedgerow and trees. Scaffolding on Causeway may be just perceptible in a very small proportion of the view west from the lake. Given the distance of the proposed construction works from the Water Park and the proportion of the views affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the taller T-pylon would be introduced into westerly views with partial filtering and screening by intervening trees and hedgerow. The F Route on Puriton Ridge would be replaced with the proposed 400kV overhead line further away in the view southwest filtered by mature trees to the immediate west of the water park. The proposed 400kV overhead line would affect a small proportion of the view already affected by the F Route and the ZG Route. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.12	N/A
B1.M4	Recreation facility	Visitors to the anglers car park adjacent to the B3139 Causeway	High	Local	Medium	10m	Views to the east and south are partly screened by hedgerows with the F Route visible and in close proximity above. Further south the upper part of the ZG Route is also visible beyond the F Route with Puriton Ridge in the distance. Views to the northeast across the Huntspill River include the F Route in full extent of the view with the F Route pylons fully visible on the opposite side of the bank, backgrounded at base only. The extent of the F Route visible varies as it runs north with field boundary mature trees providing partial filtering to the pylons, largely to lower parts.	During construction: Moderate adverse In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in near and direct views. There would be views of ground level construction activity and receptors would have near views of temporary scaffolding and working areas, and pylon dismantling and erection as a result of the removal of the F Route and construction of the proposed 400kV overhead line. The magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced into near views to the south and east and further away to the northeast. The T-pylons would be taller and due to the close proximity to the receptor they would be more prominent within the view overall. The lower parts of the majority of pylons visible would remain filtered at the base. The F Route would be removed from views along with more distant views of a section of ZG Route to the south. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.18a, B1.18c and B1.18d	N/A
B1.M5	Recreation facility	Walkers on the south bank of the Huntspill River; and anglers on the north bank east of the Causeway	High	Local	Medium	0m	View from fishing area along Huntspill River looking south towards Puriton Ridge across flat farmland and fields with mature field boundary hedgerows leading up the hill. Views of the F Route running north to south are partly backgrounded by flat landform becoming clearly visible against the sky at the top of the ridge. Filtering is provided by field boundary vegetation, with pylons in the immediate locality filtered at base by foreground vegetation. The ZG Route is visible travelling east to west, filtered by field boundary vegetation becoming more obscure with distance. The ZG Route is partially backgrounded across the entire length of the view.	During construction: Moderate adverse In the short-term construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in near and direct views. Receptors would have close views of temporary scaffolding and working areas, pylon dismantling and erection as a result of the removal of the F Route and construction of the proposed 400kV overhead line. The magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced into near and direct views. Although pylons will be partially screened by field boundary vegetation and backgrounded in places, due to the increased height of the towers they will be prominent in views from this location. The F Route would be removed from near and direct views, however overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.18b, B1.18c and B1.18d	VPB2

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Outdoor Recreation, Education and Community Facilities and Tourist Accommodation within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.M6	Recreation facility	Walkers and anglers on the banks of the Huntspill River west of the Causeway	High	Local	Medium	75m	Open long distance view from the north bank of the Huntspill River south includes the F Route running across the river and over farm buildings at Homestead Farm and under the ZG Route. The ZG Route extends across the full extent of the view with a pylon on the F Route fully visible on the opposite side of the bank and backgrounded at the base only. The F Route is visible to varying degrees as it runs south with field boundary mature trees providing partial filtering to the pylons, largely to lower parts.	During construction: Moderate adverse In the short-term construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in near and direct views. Receptors would have close views of temporary scaffolding and working areas, pylon dismantling and erection. The magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced in near views and would occupy a large extent of the view. The pylons would be taller and due to the closer proximity to the receptor they would be more prominent within the view overall. The lower parts of the majority of pylons visible would remain filtered at the base but would be largely viewed without a background. The F Route would be removed from near and direct views, along with a section of the ZG Route in more distant views to the south. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.18a, B1.18b, B1.18c and B1.18d	VPB2
B1.M7	Tourist facility	Cripps Farm Caravan Site	Medium	Local	Medium	0m	Direct view looking west along Merry Lane, representing general views from the caravan site looking towards the F Route. The F Route is visible above hedgerow vegetation running north to south with more open views of the overhead line towards the south due to heavy filtering to the north by mature vegetation on the edge of the River Brue. Pylons are partially filtered and backgrounded by Woolavington / Puriton Ridge to the south. The ZG Route is perceptible in glimpsed views through existing vegetation.	During construction: Moderate adverse In the short-term activity associated with the construction of the proposed 400kV overhead line would be visible in near and direct views to the west of the caravan site, with views of temporary working areas and pylon erection. It is likely that there would also be more distant views of works to construct the proposed 400kV overhead line further to the north and south, although views to the north would be partly screened by mature vegetation. At-height works to remove the F Route would also be visible in the distance. Overall the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced in near and direct views and across a large extent of the view. The pylons would be largely viewed without a background or filtering due to close proximity. The F Route would be removed from more distant views. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.30 and B1.31	N/A
B1.M7a	Tourist facility	Merry Farm Camping Site on Merry Lane	Medium	Local	Medium	60m	View west along Merry Lane, representing general views from the camping site looking towards the F Route. The F Route is visible to the west above hedgerow and screened in part by mature vegetation north and south of the camping site. The ZG Route is perceptible in glimpsed views through existing vegetation.	During construction: Moderate adverse In the short-term activity associated with the construction of the proposed 400kV overhead line would be visible in near and direct views to the east of the camping site, with views of temporary working areas, scaffolding and pylon erection. It is likely that there would also be more distant views of works to construct the proposed 400kV overhead line further to the north and south, although views would be filtered and obscured in part by intervening vegetation. At-height works to remove the F Route would also be visible in the distance. Overall the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylon would be introduced into close views and across a moderate proportion of the view on a different alignment passing over Merry Lane than the F Route, which would be removed from views. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.29, B1.30 and B1.31	N/A
B1.M8	Tourist facility	Coombes Cider Mill Caravan and Camping Park, Mark Causeway	Medium	Local	Medium	145m	Views across the caravan park include the F Route conductors passing over this site. Existing 132kV pylons are filtered or screened to the lower elevations by built form and mature field boundary hedgerow and trees surrounding the caravan park, although there are near and open views of the upper parts from the majority of this caravan and camping park.	During construction: Moderate adverse In the short-term there would be some filtered views of working areas, with open and near views of scaffolding, cranes and at-height construction activity associated with the removal of the F Route. There would also be more distant and partly filtered views of the construction of the proposed 400kV overhead line. The magnitude of effect would be moderate adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from near and direct views. The proposed 400kV overhead line would be introduced into more distant and partly filtered views to the east. The magnitude of effect would be low beneficial due to the removal of the F Route from nearer views. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Minor beneficial	Minor beneficial	B1.52 and B1.53	N/A
B1.M9	Education Facility	Mark Church of England First School, Mark Causeway (single storey and playground)	Medium	Local	Medium	530m	Direct glimpsed ground floor views south and oblique view east along Mark Causeway. The upper part of the F Route is perceptible between properties and above intervening vegetation.	During construction: Negligible In the short-term glimpsed views of at-height works associated with the removal of the F Route are anticipated in very small proportions of the view. The magnitude of effect during construction would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from a very small proportion of views resulting in a very low alteration to the existing view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.55	VPB6

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Outdoor Recreation, Education and Community Facilities and Tourist Accommodation within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.M10	Recreation and Education Facility	Somerset Equine Assisted Learning Centre, Harp Road, Mark	Medium	Local	Medium	235m	Views to the east are across Harp Road with a short section of the F Route visible in open and near views between roadside vegetation and a residential property. Views to the south are filtered by hedgerow vegetation along PRoW with some near views of the upper part of the F Route above this.	During construction: Low adverse In the short-term construction activity associated with the removal of the F Route would be visible to the east in open and near views of temporary scaffolding, working areas, pylon dismantling and potential vegetation removal, as well as views of at-height working to the south (views of ground-level working in this direction would be filtered by intervening hedgerow). Although views would be near and open a limited extent of the view would be affected for a temporary period and the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from nearer views, with more distant and filtered views of the new 400kV overhead line to the east. Overall the magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.		Minor beneficial	Minor beneficial	B1.53	N/A
B1.M11	Tourist Facility	Rookery Farm Caravan Site, Northwick Road	Medium	Local	Medium	565m	Views directly east from the rear field are heavily filtered by tall hedgerow and trees along the immediate field boundary. Views from the front field bordering Northwick Road are more open and there are expansive views south east of the F Route across the Levels towards Puriton Ridge and north east towards the upper part of the F Route above intervening vegetation.	During construction: Low adverse In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible above mature vegetation. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views further east and south visible in distance above field trees. Views to the proposed 400kV overhead line would be more oblique to the south. The F Route would be removed from views. Overall the change would be no greater than low adverse After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.M12	Community Facility	Mark Village Hall and play area, Vole Road, Mark	Medium	Local	Medium	945m	This is a single storey building off Vole Road. Views are heavily filtered west towards the F Route by tall roadside hedgerow and the property opposite. Views northwest are distant towards the upper part of the F Route with the Mendip Hills beyond.	During construction: Low adverse In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in a low proportion of the view northwest, perceptible above and between intervening vegetation. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced on a similar alignment to the F Route removed from view, but slightly closer to the receptor in views. The pylons would be taller than the F Route but would be partly filtered and obscured by intervening vegetation in the distant view. Overall the magnitude of change would be low adverse due to the introduction of the proposed 400kV overhead line into a small part of the distant view with filtering, screening and backgrounding in the view. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.63	N/A
B1.M13	Tourist Facility	Caravan Park adjacent property on Rooksbridge Road near the junction with the A38 Bristol Road, Rooks Bridge	Medium	Local	Medium	715m	Views east across Rooks Bridge Road are heavily filtered by trees growing alongside the drainage ditch, there is a low hedgerow bordering the caravan park. The upper part of the F Route is perceptible in winter but is filtered by vegetation in the immediate foreground and further screened by intervening field boundary hedgerows, which filter the lower part of the pylons. The pylons would be viewed against the Mendip Hills.	During construction: Low adverse In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible above intervening vegetation. The magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would appear slightly closer in the view compared with the F Route, which would be removed from view. The proposed 400kV pylons would be perceptible over field boundaries and filtered by tall roadside trees. In the oblique views northeast, the proposed pylons and connections would be viewed, backgrounded by the Mendip Hills. The magnitude of effect would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.M14	Recreation, Facility	Yew Tree Farm and Nursery, Tarnock, south of the adjacent the A38 Bristol Road	Low (business) High and Medium (property)	Local	Low Medium	550m	Direct front view north over the A38 Bristol Road towards the Mendip Hills over generally open fields. Rear and side views west over adjacent properties. The F Route would be visible mainly to the west and northwest. The majority of views towards the F Route are heavily filtered by built form and field boundary vegetation to the west along Bristol Road. Only the top of the pylons are visible on the skyline above vegetation.	During construction: Low adverse In the short-term at-height construction activity associated with the removal of the F Route would be visible as well as the construction of the proposed 400kV overhead line, which would be viewed above intervening screening. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into view along a similar alignment to the F Route, which would be removed from the view. The proposed 400kV overhead line supported by the taller T-pylon would be more visible although comprising no greater than a small proportion of the view. Overall the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABL

Roads within 1km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.R1	Road	East Approach Road	Medium and High	Local	Medium	135m	Views are contained by East Farm and mature trees obscuring and heavily filtering the views south and east. Views of the F Route are possible at the Woolavington Road junction. There are open views southeast with the F Route clearly visible running parallel to Woolavington on higher ground. The pylons are screened to the lower parts. There are glimpsed views of the upper most part of a 132kV pylon to the northeast beyond the former Royal Ordnance Factory, barely perceptible in the far distance. Committed development ID 17 (works at the former Ordnance factory including demolition works) anticipated to be perceptible in limited views.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced in views from the road junction with Woolavington Road. Construction of the proposed 400kV overhead line would be perceptible although obscured by East Farm and by roadside and field boundary hedgerows and trees, in no greater than a low proportion of the view. Construction works would be heavily filtered or not visible in some road user views. Given the low proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into a small proportion of views southwards on an alignment closer in views than the F Route, which would be removed from views. The proposed 400kV overhead line would be less visible in glimpsed views east. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	A1.28	N/A
B1.R2	Road	West Approach Road	Medium and High	Local	Medium	390m	Mature trees on both sides of the road filter views. There are glimpsed views southeast towards the F Route. 1 no. pylon is visible (upper parts only) above trees and buildings in the far distance. Views to the east are screened by intervening field boundary trees and mature trees lining the East Approach Road. Committed development ID 17 (works at the former Ordnance factory including demolition works) anticipated to be perceptible in limited views.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced at the western section of this road near the road junction. Construction works relating to the proposed 400kV overhead line would be visible between foreground trees and above intervening hedgerow and trees in the distance. Views of works relating to the removal of the F Route are not anticipated. Generally low proportions of the view would be affected by proposed construction works, resulting a low adverse magnitude of effect. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along a more angled alignment (further away to the north and closer to the south) and extent of the view. The proposed 400kV line would be slightly more visible above trees to the southeast. The F Route would be removed from views. Overall the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.2	N/A
B1.R3	Road	B3139 Causeway (north of Woolavington)	Medium and High	Local	Medium	0m	The view becomes open to the northwest and west across flat farmland. The F Route is visible where it runs north south roughly parallel to this road. Screened at base by intervening field boundary hedgerow and trees. Views are oblique and the F Route is intermittently screened by tall dense roadside hedgerows and trees. Views become open and the F Route is visible in close proximity as the road crosses the River Huntspill and then passes over this road. Views revert to the west with the ZG Route crossing the full extent of the view in the distance. Views include the ZG Route passing over this road, the pylons on both sides of this road are prominent. Roadside hedgerows and trees become more frequent on the western side screening views. Views of the F Route becoming smaller and more distant. Properties of Woolavington are perceptible on higher ground in direct views south. Views are contained where the road kinks east, north of Woolavington, and views travelling northbound have channelled views northwest along road.	During construction: Low adverse For the majority of the road south of the Huntspill River the greatest adverse magnitude of effect would be experienced where the overhead lines pass over the road in three places. Road users would pass under temporary scaffolding and would have views of working areas, pylon dismantling and erection for a short duration removing the F Route, and two spans of the ZG Route and construction of the proposed 400kV overhead line. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with T-pylons running northeast towards and from the ZG Route, would be introduced into views including close proximity views where it passes over this road. The F Route and short section of the ZG Route would be removed from views. Given the adverse and beneficial effects resulting from the Proposed Development, overall the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.8, B1.9, B1.14, B1.16, B1.17, B1.18a to B1.18d	VPB1 and VPB2
B1.R4	Road	Burtle Road (NCR 33 runs along this road and is assessed at Volume 5.7.2, Appendix 7i)	Medium and High	Local	Medium	0m	Open views generally across the Somerset Levels with short sections screened to the south and north by roadside hedgerow, trees and properties at Cote adjacent to the western end of this road. Glimpsed views southwest towards Puriton Ridge with the F Route visible running roughly north south. The F Route passes over this road and runs north across fields, with a 132kV pylon directly adjacent to this road. Views from the western section of this road are channelled by tall roadside hedgerow limiting views to a glimpsed view south over a field gate. There are distant oblique views of the ZG Route running east west across Woolavington Levels above intervening field boundary hedgerow and trees. Further east along the road views are expansive and open south towards the ZG Route and north towards Brent Knoll and the Mendip Hills in the far distance with part of the F Route backgrounded by Brent Knoll.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced where construction of the proposed 400kV overhead line would be adjacent to and passing over this road. Road users would pass under temporary scaffolding; and would have views of working areas including equi-potential zones associated with the angle pylon immediately north of Burtle Road; pylon dismantling removing the F Route including a 132kV pylon in close views; and pylon erection and conductor stringing for the proposed 400kV overhead line. Views of proposed works south of Burtle Road and where the proposed 400kV overhead line would connect to the ZG Route, would be perceptible in occasional southerly views. Given the distance and proportions of the views affected for a short period of time the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into direct and oblique views from a central section of this road clearly visible in views northeast, north and northwest running across open flat farmland on Huntspill Moor. Views from this road through Cote would experience beneficial visual effects due to the removal of the F Route passing over and north of this road. From the western end of this road low adverse visual effects would result from the introduction of the T-pylon in views south perceptible in small proportions of the view and partially filtered and screened by intervening hedgerow and trees. Overall the magnitude of effect would be moderate adverse due to the introduction of the proposed 400kV overhead line using the taller T-pylon with solid central column and cross arm into open views across Huntspill Moor where the F Route is currently more distant in a smaller proportion of the view. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.20, B1.21, B1.22 and B1.24	VPB3

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABL

Roads within 1km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.R5	Road	Gold Comer Drove	Medium and High	Local	Medium	845m	There are tall hedgerows on both side of this road restricting views. At the junction with Burtle Road there are glimpsed views southwest across garden vegetation. The upper parts of the the F Route pylons are visible above field boundary trees, partly backgrounded in the distance to the south of the Huntspill River. As the road heads south there are occasional glimpses of the F Route becoming more frequent through the gaps in the roadside hedgerow. Direct expansive views of the ZG Route travelling east/west across Woolavington Levels are visible above intervening field boundary trees to the east at the southern end of this road, views are restricted west by roadside hedgerow.	During construction: Low adverse In the short-term construction of the proposed 400kV overhead line would be visible connecting to the ZG Route where a temporary 400kV overhead line and removal of a section of the ZG Route would be perceptible. Works to remove the F Route would also be perceptible. Given the distance and proportions of the views affected for a short period of time the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into oblique glimpsed views. The F Route would be removed from views. The proposed 400kV overhead line would be visible to a similar extent to the F Route above hedgerow and trees, due it being further away in the view. The magnitude of effect in views overall would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.22 and B1.23	N/A
B1.R6	Road	Long Moor Drove	Medium and High	Local	Medium	680m	Views are channelled along the road as it heads west, an F Route pylon is barely perceptible in the far distance becoming more visible as the road heads west and closer to the F Route. Higher ground and field boundary hedgerows across foreground views screen views to the north. Views to the southwest are more open over roadside hedgerows with the ZG Route perceptible above filtering with the Quantock Hills partially providing some backgrounding in the far distance. As the road turns 90 degrees south the majority of views west are open and expansive over low roadside hedgerows. The F Route is visible as it crosses north/south above intervening field boundary trees, the line is backgrounded by the Quantock Hills in the far distance to the southwest, with the pylons much clearer in northwest views due to the lack of backgrounding. Views towards the F Route generally become more screened in the southern section of the road by tall roadside hedgerows.	During construction: Low adverse In the short-term the majority of views would include at-height works to construct the proposed 400kV overhead line and to remove the F Route. Given the proportions of view affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into oblique views. The F Route would be removed from views. The proposed 400kV overhead line would be more noticeable to the northwest due to the taller height of the T-pylon and the solid central column and cross arm. There would be glimpsed views through gaps in hedgerow of the proposed 400kV overhead line where the road runs parallel. Given the small proportions of the view affected, the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.22	N/A
B1.R7	Road	B3139 Church Road	Medium and High	Local	Medium	430m	The majority of views towards the F Route are screened by roadside trees and hedgerow with occasional glimpses east through gaps in vegetation. The F Route is glimpsed in close proximity across adjacent fields, filtered to lower parts at the end of this road near the Huntspill River. At the junction with Burtle Road and before Church Road becomes the B3139 Causeway views east include a 132kV pylon beyond Court Farm and two pylons (including the angle pylon) clearly visible filtered to lower parts by intervening hedgerows.	During construction: Low adverse In the short-term there would be temporary views of construction works to remove the F Route and to construct the proposed 400kV overhead line more distant in the view. Given the low proportions of views affected, the magnitude of effect in views overall would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views on an alignment further away in the view than the F Route, which would be removed from views. T-pylons would be visible above intervening hedgerow and trees, but would not appear taller than the 132kV pylons on the F Route, due to the greater distance in receptor views. Given the low alteration to the existing view, the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.19	N/A
B1.R8	Road	Merry Lane running southeast northwest between Brue Farm and Cripps Farm	Medium and High	Local		0m	From Merry Lane near Brue Farm, the F Route is seen passing over this road. Views are contained by tall roadside hedgerow and trees. There are views north and south over hedgerows with the F Route intermittently visible across the view. Near Moor Row views include the F Route passing over this road. Views to the north are screened by mature trees along the southern bank of the River Brue along the majority of this road. Further east towards Cripps Farm the F Route is visible running north south with the majority of open views of the F Route looking south. Pylons are partly filtered and backgrounded by Puriton Ridge to the south.	During construction: Low adverse In the short-term and for a short section of this road the greatest adverse magnitude of effect would be experienced in views where construction of the proposed 400kV overhead line passes over the eastern extent of this road providing access to Cripps Farm. Persons on this road would pass beneath temporary scaffolding and would have views of working areas, where pylons would be constructed, in a short period of time. Works to dismantle the F Route would be perceptible where the F Route passes over this road. Given the proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into road user views on a different alignment to the F Route, which would be removed from views, in particular from the western extent of this road. The greatest magnitude of effects would be experienced in views where the proposed 400kV overhead line supported with the taller T-pylons would be introduced into views previously unaffected by the F Route, particularly near Cripps Farm. Taking account of the beneficial and adverse effects of the Proposed Deveopment in road user views, overall the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.29 to B1.31	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABL

Roads within 1km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.R9	Road	Southwick Road running southeast northwest between Knowle View Farm and Elm Tree Farm	Medium and High	Local	Medium	275m	There are close proximity views northeast near Elm Tree Farm including the F Route passing over this road and running northwards into the distance clearly visible. Southerly views are limited due to roadside hedgerows, until Southwick House where an oblique heavily filtered view southwest includes a glimpsed view of a 132kV pylon screened at its base in close view. Views are generally obscured by mature roadside trees opposite Chestnut Farm and any view northwest of the F Route is limited to gaps in tree and hedgerow cover at field gates. Views become open running southeast beyond Chestnut Farm. Views northwest and west include the F Route as it runs southwards across farmland and into the distance.	During construction: Low adverse In the short-term construction works would result in the greatest adverse magnitude of effect in views where construction of the proposed 400kV overhead line would be visible in open views across flat generally open farmland and where works to remove the F Route would be visible. Given the generally low proportions of the views affected, a low adverse magnitude of effect would be experienced in road user views from this section of Southwick Road. During operation: Low adverse The F Route would be removed from close views where it passes over the northern extent of this road. In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into views over roadside hedgerow across farmland, from the southern extent of this part of Southwick Road. The greatest magnitude of effects would be experienced in generally open views which do not include the F Route at present, including from this road near Southwick Farm. Given that no greater than a low proportion of the view would be affected from this road, the magnitude of effect would be low adverse overall. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.32 to B1.34	VPB26
B1.R10	Road	Southwick Road running northeast - southwest between Knowle View Farm and the junction with River Road	Medium and High	Local	Medium	0m	There are open and expansive views toward the F Route south west across The Somerset Levels towards Puriton Ridge and north where it passes in front of Brent Knoll and the Mendip Hills, where it recedes into the distance. Views are occasionally obscured in places by roadside trees and hedgerows to the northwest, but generally views are open.	During construction: Low adverse On the western part of B1.R10 the greatest adverse magnitude of effect would be experienced where the proposed 400kV overhead line runs over the road. Road users would pass under temporary scaffolding and have direct and open views of hedgerow clearance, construction traffic, working areas and pylon erection for a short duration during the construction of the proposed 400kV overhead line. From the eastern section of the road there would be more distant and open views looking west of works to construct the proposed 400kV overhead line with some intervening hedgerow partly screening ground-level activities. There would also be distant views of at-height works to remove the F Route. Overall a moderate proportion of the view would be affected for a short duration and the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views, where previously there were more distant views of the upper part of the F Route (which would be removed). The proposed 400kV overhead line would be visible in direct close proximity views for the western section of the road where it runs over the road and would be visible in more distant and mainly open views from the eastern section of the road of the proposed 400kV overhead line above intervening field boundary vegetation. On the western section of the road there would also be views of newly planted hedgerow to either side. Overall a moderate proportion of the view would be affected for the short to medium-term and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be similar to those on completion. Replanted hedgerow on the western part of the road would have established and would help to restrict the extent of views of the proposed 400kV overhead line crossing the road, although near and open views from this part of the road would remain.	Minor adverse	Moderate adverse	Moderate adverse	B1.35, B1.38, B1.39a and B1.39b	VPB27 and VPB28
B1.R10a	Road	Unnamed road running southeast of Southwick Road	Medium and High	Local	Medium	0m	Receptors have open and expansive views along this road including Brent Knoll in the distance, and west over fragmented and or low roadside hedgerow. Views extend over open flat farmland and include the upper part of the F Route (partially screened by intervening field hedgerow and trees) in the far distance running across the full extent of the westerly view. Views from the southern extent of this road are filtered and screened by roadside and field boundary hedgerow and trees. Visibility of the F Route is limited to glimpsed very occasional views of the upper part of 132kV pylons in the distant westerly view.	During construction: Low adverse For a short section of the road the greatest adverse magnitude of effect would be experienced where construction works for the proposed 400kV overhead line would be clearly visible in open close views from the northern end of the road. Road users would pass under temporary scaffolding and would have direct and open views of hedgerow clearance, construction traffic, working areas and pylon erection for a short duration. From the southern section of this road views of construction works would be restricted by roadside hedgerow but would include the occasional more distant views in places to the northwest of primarily cranes and at-height works to construct the proposed 400kV overhead line above intervening field boundary vegetation. It is possible that there would also be glimpsed and distant views of at-height works to remove the F Route from parts of this road. Overall a moderate proportion of the view would be affected for a short duration and the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into views, where previously there were only distant and glimpsed views of the upper part of the F Route (which would be removed). The proposed 400kV overhead line would be visible in direct close proximity views where it passes over this road and where it would be clearly visible running southwest northeast across flat generally open farmland. The proposed 400kV overhead line would be visible in more distant and mainly filtered views from the southern section of the road above intervening field boundary vegetation. On the northern section of the road there would also be views of newly planted hedgerow to either side. The proposed 400kV overhead line would result in a partial alteration to views from this road overall and would introduce prominent elements into the view, closer in the view than the F Route at present. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be similar to those on completion. Replanted hedgerow on the northern part of the road would have established and would help to restrict the extent of views of the proposed 400kV overhead line crossing the road, although near and open views from this part of the road would remain.	Minor adverse	Moderate adverse	Moderate adverse	B1.36 and B1.37	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABL

Roads within 1km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
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Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.R11	Road	Butt Lake Road	Medium and High	Local	Medium	0m	On the southern section (Tile House Road) travelling north views are open and expansive to the north towards Brent Knoll in the far distance. Views west are intermittently screened in sections by tall roadside hedgerows. At the junction with Southwick Road (B1.R10) the F Route is perceptible in the distance to the northwest with the lower parts of the pylons backgrounded and filtered. The F Route is visible to varying degrees along the northern section of B1.R11 as roadside hedgerows become tall and dense obscuring views along some stretches. Views open out again allowing expansive views southwest before this straight road turns west to connect with Yardwall Road (B1.R12). The F Route is visible in direct views above mature garden trees near to B1.H47 and in oblique views north.	During construction: Low adverse For a short section of the road the greatest adverse magnitude of effect would be experienced where the proposed 400kV overhead line runs over the road at the northern section of the road. Road users would pass under temporary scaffolding and have views of working areas and pylon erection, for a short duration, during the construction of the proposed 400kV overhead line. There will be some views of the two temporary access roads off Butt Lake Road and construction traffic using them, filtered by roadside trees. Further south on the section of Butt Lake Road that is to the north of Southwick Road (B1.R10) there would be near and a mixture of open to heavily filtered oblique views of works to construct the proposed 400kV overhead line in the adjacent fields. More open views would include the haul road and working areas. There would also be more distant views of at-height works to remove the F Route further to the west above intervening vegetation. On the section of B1.R11 (Tile House Road) south of Southwick Road there would be more distant views of cranes and at-height works to construct the proposed 400kV overhead line above intervening hedgerows. Overall a moderate proportion of the view would be affected for a short duration and the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views, where previously there were more distant views of the upper part of the F Route (which would be removed). The proposed 400kV overhead line would be visible in direct close proximity views on a short section where it runs over the road and would be visible in near but oblique views to the west where it runs parallel to the northern section of the road. From the southern section of B1.R11 there would be more distant views of the proposed 400kV overhead line above intervening hedgerow vegetation. Overall a moderate proportion of the view would be affected and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.38, B1.40 and B1.41	VPB7, VPB8 and VPB9
B1.R12	Road	Yardwall Road	Medium and High	Local	Medium	125m	Receptors along this road south of Butt Lake Road have open and expansive views east over roadside hedgerow across flat open farmland. To the west the F Route is occasionally visible between and above screening by properties and garden trees and shrubs. Views from the northern section of this road receptor are obscured by roadside trees. Views include a low voltage line running parallel to this road. Views from the road junction with Mark Causeway include a span of the F Route across the view west and northwest, seen passing over receptor B1.M8 above trees.	During construction: Moderate adverse In the short-term the greatest adverse magnitude of effect would be experienced where construction of the proposed 400kV overhead line is visible across the open view east. Road users would have oblique views of construction activity and vehicle movements along the temporary haul road and at pylon working areas and would include scaffolding adjacent and over Butt Lake Road. At-height works to remove the F Route would be perceptible in limited views west and in views west and northwest from the junction with Mark Causeway. Given the proportion of close proximity views affected, the magnitude of effect would be moderate adverse. During operation: Moderate adverse The F Route would be removed from views west and northwest. In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into views which at present do not include the F Route. The proposed 400kV overhead line would extend across a moderate proportion of some views east, northeast and southeast as it runs parallel to this road across generally open farmland. Views are restricted in places by roadside trees. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.40 and B1.51	VPB9
B1.R13	Road	Mark Causeway	Low and Medium	Local	Medium	0m	Views from Mark Causeway east of the junction with B1.R12/ R14 are initially screened by orchard and mature trees to the south and Wainbridge Farm to the north, but become open over roadside hedgerow further east. Open views extend south and northwards across adjacent flat farmland. Southerly views are shortened by Ashtrees Farm and mature trees along garden and field boundaries. The F Route is visible in views west above mature trees and in views northwest clearly visible running northeast southwest including 132kV pylons northeast of Harp Road and looking towards Northwick. Road user views from the eastern extent of Mark Causeway are contained and shortened by properties and mature hedgerow and trees adjacent to this road and along field boundaries. West of the road junction with B1.R12/ R14 the F Route is clearly visible in close views where the F Route passes over Mark Causeway and includes a 132kV pylon in the open close proximity view to the immediate north near Coombes Cider Mill Caravan and Camping Park, and seen passing over the Caravan Park, and including a 132kV pylon to the immediate east of Harp Road. Further west on Mark Causeway (near receptor B1.H62) views are possible southwards over low roadside hedgerow and extend along the F Route clearly visible running southwest across farmland. Visibility reduces with distance and due to screening by intervening hedgerow. The majority of views from the western extent of Mark Causeway are contained by properties and garden or roadside trees and hedgerow. The F Route is glimpsed through gaps between properties, but road user views are fleeting.	During construction: Low adverse In the short-term the greatest adverse effect of moderate adverse magnitude would be experienced in views from a short section of this road where construction works for the proposed 400kV overhead line would be adjacent and passing over this road and visible in open views to the north and south along the route of the proposed 400kV overhead line. Road users would pass under temporary scaffolding for the proposed 400kV overhead line and for the F Route removal works, and would have views of temporary bellmouths and the construction haul road for the proposed 400kV overhead line and the access road for the F Route removal; construction vehicle movements; and works at pylon working areas including pylon erection and dismantling for a short duration during the construction period. West of the B1.R12/ R14 junction views would comprise F Route removal works in close proximity views and at-height works in more distant views. At-height works to construct the proposed 400kV overhead line would be barely perceptible or not visible in the distant fleeting view. Given the proportions of views affected for a short period of time, the magnitude of effect in road user views would be low adverse overall. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylons would be introduced into views on a different alignment to the F Route, which would be removed from road user views. The proposed 400kV overhead line would pass over Mark Causeway further east of the F Route and would be introduced into open views extending southwards (where at present the F Route is heavily filtered in views southwest) and into open views northwest and northeast, where the F Route is currently visible across more distant oblique views. Tree removal at Ashtrees Farm (and demolish of this property) would be perceptible in views that comprise the proposed 400kV overhead line passing over Mark Causeway. In-situ hedgerow replacement planting along Mark Causeway would be perceptible on completion but would become established in the short-term and would restore hedgerow alongside Mark Causeway where the proposed 400kV overhead line would pass over this road. Beneficial visual effects would result from the removal of the F Route from views including close proximity views, where the proposed 400kV overhead line would not be visible or would be distant in the view. Given the proportions of road user views affected and the beneficial and adverse effects anticipated, the magnitude of effect in road user views would be low adverse overall. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.42, B1.46 to B1.48, B1.51 and B1.54 to B1.56	VPB6, VPB7 and VPB29

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Roads within 1km of the LoD for the Proposed Development in Section E

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.R14	Road	Harp Road, north of Mark Causeway	Medium and High	Local	Medium	125m	Open views and oblique filtered intermittent views between roadside trees and hedgerows. From the northern junction with Northwick Road there are glimpsed views of an F Route pylon east with the upper parts clearly visible. As the road runs south towards Mark, the F Route runs closer in oblique views eastwards with 132kV pylons filtered and screened to the lower elevations. Where the F Route passes over the road views along the F Route. Views northeast from a southern part of this road include the F Route across the full extent of the view, with pylons partially screened by intervening trees. From the junction with Mark Causeway there are partial views to the northwest with a couple of 132kV pylons visible above trees. Views are obscured to the southeast by trees.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would result from the works proposed to dismantle the F Route, which would be closer in views than construction works for the proposed 400kV overhead line. Most road users would experience a low adverse magnitude of effect with temporary views of at-height works and cranes removing the F Route and constructing the new 400kV overhead line for a short period of time. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into the view further to the east of the F Route, which would be removed from views. The proposed 400kV overhead line supported with the taller T-pylons would be perceptible in not great than a small proportion of views. The Proposed Development would result in a low alteration to the existing view, which includes filtering and screening by intervening hedgerow and trees and which includes the F Route closer in views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.51, B1.53, B1.57 to B1.58	N/A
B1.R15	Road	Northwick Road	Medium and High	Local	Medium	0m	Receptors have intermittent open and expansive views southeast across farmland divided by hedgerow and trees and northwest towards the F Route, including partial backgrounding by Brent Knoll and the Mendip Hills where the F Route runs into the distance. Views are obscured in places by roadside trees and hedgerows to the northwest but generally views are open towards the eastern end. There is a short section of tall dense hedgerow and trees beneath the F Route passing over this road filtering views of 132kV pylons in close proximity.	During construction: Low adverse For a short section of the road, the greatest adverse magnitude of effect would be experienced for a short period of time where the F Route would be dismantled in views, and the proposed 400kV overhead line constructed on a similar alignment to the F Route passing over this road. Road users would pass under temporary scaffolding and would have views of working areas, pylon dismantling and erection, new bellmouths, temporary construction haul road and cranes for a short period of time. Given the moderate and low proportions of the views affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views on a similar alignment to the F Route. The proposed 400kV overhead line would be visible in close proximity views where it passes over the road and runs on a similar alignment to the F Route (in particular in northerly views). The F Route would be removed from views. T-pylons supporting the proposed 400kV overhead line would be taller and more visible above field boundary hedgerow and trees, due to the solid central column and cross arm. In other road user views, the F Route would be removed from oblique views southeast and the proposed 400kV overhead line would be introduced further away in these views. The Proposed Development would result in a low alteration to existing views overall, which comprise the F Route (to be removed) and includes filtering, screening and backgrounding in the view. Overall the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.59a, B1.59b and B1.60	N/A
B1.R16	Road	Northwick Road	Medium and High	Local	Medium	235m	Generally views are intermittent west over open fields towards the F Route where it passes in front of Brent Knoll heading towards the Mendip Hills. It is partly backgrounded and filtered at lower parts. Where the road turns 90 degrees to the north there are open views west with a pylon in direct view and also to the north further away in distance. At the road junction with R15, views west are towards Brent Knoll with the F Route heading to the north but much more noticeable.	During construction: Low adverse The greatest adverse magnitude of effect would be experienced where the proposed 400kV overhead line, supported by T-pylons, would be visible at the junction with R15. Most of the receptors would experience a low adverse magnitude of effect with temporary views of at-height works and cranes removing the F Route and constructing the new 400kV overhead line, but for the short-term. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced slightly closer into views. The proposed 400kV overhead line would be more noticeable to the west due to lack of backgrounding, reduced filtering due to the flat nature of the land and it being close in the views. The F Route would be removed from views. As only oblique views or long views would be affected, the effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.60	N/A
B1.R17	Road	Vole Road	Medium and High	Local	Medium	235m	This section of Vole Road runs north from Mark Causeway through the settlement edge and west and northwest to the road junction with receptor B1.R18. Views are initially contained by development within the settlement edge. Views are open across farmland to the north, where road users pass through the settlement edge. Views of the upper parts of 132kV pylons on the F Route are intermittent in oblique views northwest and direct views west. As the road runs north views to the west are screened by intervening trees, with open views north towards the Mendip Hill, with a limited number of 132kV pylons perceptible on the F Route running north. The road becomes more vegetated along the east side screening some views north. Approaching R18 the F Route is clearly visible in the direct view, across the full extent of the view west with partial filtering and screening by field boundary hedgerow and trees and partial backgrounding by Brent Knoll.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced where construction of the proposed 400kV overhead line would be visible at the junction with B1.R18. Most of the receptors would experience a low adverse magnitude of effect with temporary views of at-height works and cranes removing the F Route and constructing the proposed 400kV overhead line, but for the short-term. Given the moderate and low proportions of views affected, overall the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced closer into views on an alignment roughly parallel to the F Route removed. The proposed 400kV overhead line would be more noticeable at the western end (near the junction with B1.R18) due to limited backgrounding and screening. The proposed 400kV overhead line would be introduced into more distant views north or would not be visible from some sections of this road receptor. Overall the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.62	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABL

Roads within 1km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.R18	Road	Vole Road	Medium and High	Local	Medium	0m	This section of Vole Road runs north from the junction with receptor B1.R15, through Vole and towards the junction with B1.R20 Pill Road. From the southern extent of this road receptor there are open and expansive views to the west and along the road (north and south) with the F Route visible running roughly parallel to the west and seen passing over ths road further north. A 132kV pylon is clearly visible sited adjacent to this road near Vole House. Views extend northwards across generally open flat farmland and along the F Route to the east of Vole. Views of the F Route are partially obscured by property and farm buildings at Vole with 132kV pylon/s visible above or between properties. Views from the northern extent of this road are generally open to the northeast, east and southeast with the F Route visible above field boundary hedgerow and trees (and properties at Vole) and partially backgrounded by the Mendip Hills.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced where works to construct the proposed 400kV overhead line would be visible in close views where it passes over and runs in close proximity to this road. Road users would pass under temporary scaffolding over Vole Road and would have close views of working areas, bellmouth, pylon dismantling and erection, for a short duration, during the construction of the proposed 400kV overhead line. Given the moderate and low proportions of the view affected, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on a similar alignment to the F Route removed but further to the south and east. The taller height and solid central column and cross beam of the proposed T-pylons would be more visible than 132kV pylons on the F Route, which would be removed from views. The proposed 400kV overhead line would result in a partial alteration to existing views affecting a moderate proportion of some road user views. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.61, B1.62, B1.64 and B1.67	N/A
B1.R19	Road	Vole Road	Medium and High	Local	Medium	530m	This section of Vole Road runs east, southeast and east past properties at Vole. Road users have expansive views east, northeast and southeast including part of the F Route (perceptible in the majority of the road user views) filtered and screened at the low elevations by hedgerow and trees, and backgrounded by the distant Mendip Hills in some views.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be perceptible in easterly views. Given the distance and proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into the view further to the east of the F Route removed on a similar alignment and across a similar extent of the view. The taller height of the T-pylon above intervening hedgerow and trees would be less perceptible due to the proposed 400kV overhead line being further away in the view. The proposed 400kV overhead line would result in a low alteration to the existing view which comprises the F Route. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.69	N/A
B1.R20	Road	Pill Road	Medium and High	Local	Medium	500m	Receptors have open and expansive views northwest (including Brent Knoll) and east, northeast and southeast towards and along the F Route. This section of Pill road runs north parallel to the F Route to the east, so views are oblique across open fields to the pylons which are fully backgrounded to the north (so are less visible) becoming more visible to the east and southeast above intervening field boundary trees.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be perceptible across the oblique view. Given the distance and generally low proportions of the view affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced further away in the view on a similar alignment to the F Route removed and across a similar extent of the view. The taller height of the T-pylon above intervening hedgerow and trees would be less perceptible due to the proposed 400kV overhead line being further away in the view. The proposed 400kV overhead line would result in a low alteration to the existing view which comprises the F Route. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.68	N/A
B1.R21	Road	Pill Road	Medium and High	Local	Medium	0m	This section of Pill Road runs northeast southwest. The F Route is clearly visible in generally open views including close views where the F Route passes over this road. The F Route is seen running north south into the distance with backgrounding by the Mendip Hills and partial screening by field boundary hedgerow and trees. Brent Knoll is a feature of westerly views and backgrounds the F Route in places. Views are obscured in places by roadside trees and hedgerow.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced where road users would pass under scaffolding for the construction of proposed 400kV overhead line and the removal of the F Route, and views would include temporary bellmouths and construction haul road including vehicle movements, and works associated with pylon erection and dismantling. Given the distance and proportions of view affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into views on an alignment to the east of and parallel to the F Route removed from the view. The taller T-pylons would be clearly visible, (sited further to the north and south of this road where the proposed 400kV overhead line passes over this road), and seen running north south across the view seen above field hedgerow and trees. The proposed 400kV overhead line would result in a partial alteration to existing views and would be seen across a moderate proportion of some views. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.74 and B1.75	N/A
B1.R22	Road	Pill Road	Medium and High	Local	Medium	0m	Road users have generally open and expansive views west and east towards and along the F Route which runs roughly north south parallel to the southern part of this section of Pill Road. Views are occasionally obscured in places by roadside trees and hedgerow.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced where road users would pass under scaffolding for the construction of proposed 400kV overhead line and the removal of the F Route, and views would include temporary bellmouths and construction haul road including vehicle movements, and works associated with pylon erection and dismantling. Given the distance and proportions of view affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into views on an alignment to the east of and parallel to the F Route removed from the view. The taller T-pylons would be clearly visible, (sited further to the north and south of a section of this road where the proposed 400kV overhead line passes over this road), and seen running north south across a moderate proportion of the generally open view with partial screening by field hedgerow and trees. The proposed 400kV overhead line would result in a partial alteration to existing views. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.75	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABL

Roads within 1km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.R23	Road	Gill Lane, Rooks Bridge	Medium and High	Local	Medium	40m	Views are generally screened by houses, and garden and roadside hedgerows and trees, with occasional glimpses over hedgerows to the northeast, where the upper most parts of a short section of the F Route is perceptible above intervening trees and hedgerow. Near The Elms Farm there are open direct views southeast including 132kV pylons clearly visible with limited backgrounded and partially filtered to lower parts.	During construction: Low adverse In the short-term, and where construction works are visible, receptors would experience a low adverse magnitude of effect with temporary views of at-height works and cranes removing the F Route and constructing the proposed 400kV overhead line for a short period of time. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced on a similar alignment as the F Route, which would be removed from views. The proposed 400kV overhead line supported with the taller T-pylon would be more visible above hedgerow and tree screening and filtering. The Proposed Development would result in a low alteration to the existing road user views overall. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.80	N/A
B1.R24	Road	Old Mead Lane, Rooks Bridge	Medium and High	Local	Medium	830m	Views from this road are contained by properties adjacent and foreground trees and hedgerow limiting views to glimpses through field gates and from part of this road where hedgerow is lower. In some views northeast the upper part of two 132kV pylons are visible above intervening trees, partly backgrounded by the Mendip Hills in the distance. Open views from the southeastern end of this road, include 132kV pylons visible in close proximity beyond agricultural barns. The road becomes a track with close proximity views where the F Route passes close to the end of the track.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced in views from a small section of this road to the southeast, where temporary works would be visible including scaffolding and construction activity at pylon working areas and along the temporary construction haul road. Given that the majority of views would not comprise construction works the magnitude of effect in views overall would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported by the T-pylon would be introduced into limited views on a similar alignment as the F Route. The F Route would be removed from views. Where visible the taller T-pylon would be more visible above hedgerow and trees. As only glimpsed views or small sections of the road would be affected, the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.81	N/A
B1.R25	Road	A38 Bristol Road, Rooks Bridge and Tarnock	Low and Medium	Local	Medium	0m	From the western end of this road through Rooks Bridge; views are largely contained by mature trees and properties on the southern side of the road and buildings on the north with rare glimpses of the uppermost part of a 132kV pylon in the distance. Closer to the F Route views east and west include the F Route conductors passing over this road and views include the F Route running to the north and south across farmland, including 132kV pylons immediately south and north of this road close in fleeting views. From the eastern extent of this road, views are open and long to the northwest across fields. The upper parts of the F Route pylons are perceptible above intervening hedgerow and trees. Views are limited to the southwest due to roadside hedgerows and trees.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced where works to dismantle the F Route and to construct the proposed 400kV overhead line would be visible in close and open views where the F Route and the proposed 400kV overhead line pass over this main road on a similar alignment. Road users would pass under temporary scaffolding and would have views of a temporary bell mouth and construction haul road, pylon working areas, and at-height works including cranes. Views from this road through Tarnock include the new bellmouth and temporary access road (to temporary construction compounds north of this road not visible in the view) opposite the entrance to the farm shop at Manor Farm (receptor B1.B9). Given the proportions of views affected for a short period of time, the magnitude of effect would be low adverse overall. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced on a similar alignment and across a similar extent of the transient views as the F Route, which would be removed from views. The T-pylon on the proposed 400kV overhead line would not be perceivably taller than the taller 132kV pylons on the F Route where it passes over this road. The Proposed Development would result in a low alteration to existing road user views from this road within 1km of the LoD for the proposed 400kV overhead line. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.83, B1.85 to B1.88, and B1.90 to B1.92	VPB21 and VPB22
B1.R26	Road	Rooksbridge Road, north of the A38 Bristol Road	Medium and High	Local	Low	520m	There are open road user views near York Farm, before tall dense roadside hedgerow heavily filters and screens views towards the F Route. Further to the southeast the F Route is visible beyond farmland. As the roads turns southeast there are direct views of a 132kV pylon across fields; tree cover and hedgerow trees filter another pylon in the oblique view. Travelling along views extend over a hedgerow, with glimpses of a pylon. Views are intermittently open and obscured towards the F Route becoming generally more open towards the Mendip Hills and the Loxton Gap where the road runs parallel and to the west of the F Route.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced where the proposed 400kV overhead line, supported by T-pylons, would be visible. Receptors would experience temporary views of at-height works including cranes removing the F Route and constructing the proposed 400kV overhead line. Given the proportions of views affected for a short period of time, the magnitude of effect would be low adverse overall. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced on a similar alignment as the F Route, which would be removed from views. The proposed 400kV overhead line would be similarly visible over filtering vegetation to the F Route in the view. The Proposed Development would result in a low alteration to road user views overall. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.100, B1.101 and B1.102	VPB18
B1.R27	Road	Mendip Road and Mudgley Road, Rooks Bridge	Medium and High	Local	Medium	855m	Road users would have open, expansive and long distance views east across fields towards the F Route in the far distance. Views of the F Route are occasionally screened by properties and garden vegetation close to the A38 Bristol Road. Views of the F Route become less visible towards the northeast due to distance and backgrounding by the Mendip Hills.	During construction: Low adverse In the short-term road users would experience temporary views of construction works removing the F Route and constructing the proposed 400kV overhead line. Given the proportions of views affected for a short period of time, the magnitude of effect would be low adverse overall. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced on a similar alignment and across a similar extent of the view as the F Route, which would be removed from views. The taller height and solid central column and cross arm would be perceptible above intervening field boundary hedgerow and trees, but would result in a very low alteration to distant views. The proposed 400kV overhead line would result in a negligible magnitude of effect in road user views overall. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Negligible	Negligible	B1.84	N/A

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Roads within 1km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.R28	Road	Fletchers Lane, Tarnock	Medium and High	Local	Medium	175m	The F Route runs parallel to the west of this lane and is visible in open views northwest, west and southwest above field boundary hedgerow and trees. Hedgerow trees screen the F Route in places. Westerly views from a northern section of this lane are screened by tall field boundary hedgerow adjacent to this lane. Open views from the northern most extent of this lane include the F Route across the view and backgrounded by the Mendip Hills to the northwest and north. Brent Knoll is a feature of views southwest.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced where open close views would extend across the temporary A38 Bristol Road (UGC) construction compound. In the vicinity of this compound proposed hedgerow removal would open up views along the temporary construction haul road running southeast across an adjacent field towards the A38 Bristol Road. Views of the temporary construction compound would be screened in other views by mature field boundary hedgerow and trees. Road user views would also include ground level and at-height works to construct the proposed 400kV overhead line and to dismantle the F Route. Given the range of proportions of views affected from this lane for a short period of time, overall the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the taller T-pylon would be introduced further away in the view, roughly parallel to the F Route initially and running northwest (deviating from the alignment of the F Route) partly backgrounded by the Mendip Hills in views northwest. The proposed CSE compound would be screened in the majority of views by intervening field boundary hedgerow and trees. The F Route would be removed from views. Overall the proposed 400kV overhead line would result in a low alteration to the existing view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.89	N/A
B1.R29	Road	Kingsway between Mark and the A38 Bristol Road (including Slade Lane east of Kingsway near Rose Farm)	Medium and High	Local	Medium	430m	The road runs parallel and to the east of the F Route. Road user views are generally open and expansive, with occasional screening by dense tall hedgerow and trees, farm property adjacent to this road and mature foreground hedgerow. Brent Knoll and the Mendip Hills providing backgrounding in views. Views extend along the F Route, which becomes less visible due to distance, intervening screening by hedgerow and trees, and backgrounding by the Mendip Hills in northerly views. Views from Slade Lane are largely contained by foreground hedgerow. Views westwards are possible over lower hedgerow and from the northwestern end of this road across flat generally open farmland divided by field boundary hedgerow.	During construction: Low adverse In the short-term road users would experience temporary views of at-height works including cranes removing the F Route and constructing the proposed 400kV overhead line. Ground level construction activity anticipated to be glimpsed in limited views across farmland through and above filtering and screening by intervening field boundary hedgerow and trees. Given the proportions of views affected for a short period of time, overall the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views on a similar alignment and across a similar extent of the view as the F Route, which would be removed from views. The taller T-pylon with its solid central column and cross arm would be more visible above intervening vegetation compared to the F Route but overall would result in a low alteration to existing views that comprise the F Route and filtering, screening and backgrounding. Overall the proposed 400kV overhead line would result in a low alteration to existing views, and the magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.72, B1.73 and B1.76	VPB16
B1.R30	Road	Biddisham Lane south of Meadow Farm Poultry Farm	Medium and High	Local	Medium	595m	Receptors have predominantly open views northwest,west and southwest over generally open pasture. The F Route is visible in long oblique distant views with screening by properties and mature hedgerow and trees along the western side of this road. As the road runs north towards Meadow Farm the F Route is closer in views with 132kV pylons visible filtered and screened to the lower parts by field boundary hedgerow and trees. Brent Knoll provides partial backgrounding the F Route.	During construction: Low adverse In the short-term, road users would experience temporary views of at-height works including cranes removing the F Route and constructing the proposed 400kV overhead line on a similar alignment and to the west of the F Route. The temporary construction compounds north of the A38 Bristol Road would be screened in views by intervening field boundary hedgerow and trees. Given the distance of proposed construction works and the proportions of views affected, the magnitude of effect in views overall would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment or to the west of the F Route, and across a similar extent of the view as the F Route, which would be removed from views. The T-pylon supporting the proposed 400kV overhead line would be more visible than the F Route above intervening field boundary hedgerow and trees. the South of Mendip Hills CSE compound would be perceptible in limited views from the northern part of this road user. The Proposed Development would result in a low alteration to existing road user views overall. The magnitude of visual effects overall would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.94 to B1.95, and B1.97 to B1.99	VPB17
B1.R31	Road	Biddisham Lane north of Meadow Farm Poultry Farm	Medium and High	Local	Medium	15m	Westerly views are shortened by buildings at Meadow Farm. There are limited fleeting views between farm buildings to the west. Views west, southwest and northwest are also screened by Kingsacre surrounded by tall mature hedgerow, and are obscured by property and farm buildings at Riverside Farm, and at Waterfront Farm further to the north. This road runs north beyond Meadow Farm and runs roughly parallel and to the east of the F Route. There are open views over low hedgerow and or across generally open flat fields. The F Route is visible above hedgerow and trees running across the view, and views extend along this overhead line to the north and the south, with backgrounding by Brent Knoll and the Mendip Hills.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and construction of the proposed 400kV overhead line and South of Mendip Hills CSE compound would be temporarily visible in oblique views southwest, west and northwest across the Somerset Levels and Moors. Works relating to the installation of the underground cables and the removal of the F Route and the more distant construction of the proposed 400kV overhead line and the South of Mendip Hills CSE compound would be visible in open views from the northern extent of this road to the south of Riverside Farm. The temporary construction bridge over the River Axe and construction of the cables bridge option or HDD where the proposed underground cables would cross the River Axe, would be perceptible in some views northwest. Given the distance of proposed construction works and the proportions of views affected, the magnitude of effect in views overall would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views on an alignment to the west of the F Route, which would be removed from views. The South of Mendip Hills CSE compound would be perceptible in a very small proportion of road user views beyond flat generally open farmland, perceptible above tree and hedgerow screening close to the CSE compound site and along field boundaries. The taller height of the T-pylon (compared to the F Route 132kV pylons) would be less perceptible in views due to the proposed 400kV overhead line being introduced further away in views. Initially the reinstated and reseeded underground cable swathe would be perceptible in views from a northern section of this road receptor, along with replanted hedgerow field boundaries in the short and medium-term. Beneficial visual effects would result from the removal of the F Route in views northwest towards the Mendip Hills and Loxton Gap, where 400kV underground cables are proposed (not an overhead line). On balance, adverse and beneficial visual effects that would result from the Proposed Development would result in a low adverse magnitude of effect in road user views overall. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those in the short and medium-term.	Minor adverse	Minor adverse	Minor adverse	B1.103 and B1.104	VPB23

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABL

Roads within 1km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.R32	Road	Kennel Lane running southeast off Webbington Road	Medium and High	Local	Medium	90m	Views southwest, west and northwest from the majority of this road are screened by tall roadside hedgerow or properties adjacent. Views extend beyond this road through field gates or beyond more open sections of road between properties. An open section of road allows views southwest across pasture falling to the flat low lying pasture north and south of the River Axe. Field boundary trees and hedgerows shorten parts of the view southwest. The F Route is visible running across flat pasture and is partly backgrounded by Brent Knoll beyond. There are glimpsed views northwest over adjacent fields towards Loxton and Bleadon Hill with the F Route backgrounded as it runs towards Loxton Gap.	During construction: Low adverse In the short-term construction activity relating to the installation of underground cables across farmland (including HDD where the cables route crosses the Old Lox Yeo) and crossing the River Axe (including the temporary construction bridge, and the permanent cables bridge option or HDD), would be perceptible in limited views between properties. Distant at-height works to remove the F Route and to construct the proposed 400kV overhead line and CSE compound south of the River Axe would be just perceptible in a very low proportion of views. Given the generally low proportions of views affected for a short period of time, the magnitude of effect in road user views would be low adverse overall. During operation: Negligible Initially the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries until establishment in the short-term. The F Route would be removed from views and the proposed 400kV overhead line supported with the taller T-pylon, and the South of Mendip Hills CSE compound are anticipated to be perceptible in a very small proportion of limited distant views southwest, which at present include the F Route closer in the view. The magnitude of effect in road user views overall would be negligible. After 15 years: Negligible After 15 years mitigation planting for the cables bridge option over the River Axe and for the South of Mendip Hills CSE compound would provide more effective screening of these new structures in generally very low proportions of the view. Views of the proposed 400kV overhead line would be similar to those anticipated in the short and medium-term.	Minor adverse	Negligible	Negligible	B1.112	N/A
B1.R33	Road	Webbington Road	Low and Medium	Local	Medium	0m	From the eastern extent of this road more distant views west and southwest are screened by roadside hedgerow and trees. Further west on this road views southwest and west extend over roadside hedgerow across the Somerset Levels and Moors on lower ground. The F Route is not distinguishable due to distance and backgrounding by the Somerset Levels and Moors. Brent Knoll is a feature in the distant view and Puriton Ridge perceptible in the far distance. Views are more open over roadside hedgerow where this road runs passed properties (receptor C1.H15). The F Route immediately south of this road is perceptible where road users descend the footslopes, and the F Route becomes more visible west of the entrance to the Webbington Hotel. Views extend along the F Route in the northern part of Section B. From the western extent of this road (on lower ground) views south are shortened by roadside hedgerow but views northwest, north and northeast are open across farmland in Section C, and include the F Route clearly visible in Section C and passing over this road.	During construction: Low adverse In the short-term the greatest adverse magnitude of effect would be experienced in views from the western extent of this road where the underground cables route crosses this road (via trenching or HDD) and would result in the removal of roadside hedgerow opening up views southwards towards construction works in Section B. Works to remove the F Route would be perceptible to the north and passing over this road, and into Section B. Road users would pass under temporary scaffolding for a short duration during the removal of the F Route. Some views southwest over roadside hedgerow would include construction activity in Section B occupying generally low proportions of the transient view. Given the proportions of views affected the magnitude of effect in views overall would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from views including close views and views into the Mendip Hills AONB, and into and across the northern part of Section B. Initially the reinstated and reseeded underground cables swathe would be perceptible, including close views from the western extent of this road along with replanted hedgerow in the short and medium-term. The River Axe cables bridge option, proposed 400kV overhead line and the South of Mendip Hills CSE compound near the M5, would be perceptible in a small and very small proportion of the distant view southwest, where not screened by intervening hedgerow and trees. The magnitude of effect in road user views overall would be low beneficial. After 15 years: Low beneficial In the long-term views of the underground cable swathe 15 years after completion would be similar to those following the establishment of grassland and hedgerow across the cables swathe in the short-term. Mitigation planting would provide more effective screening of the proposed South of Mendip Hills CSE compound with gantries visible above tree planting.	Minor adverse	Minor beneficial	Minor beneficial	B1.113 to B1.114, and C1.1	VPB20
B1.R34	Road	Sevier Road and Shiplate Road	Low and Medium	Local	Medium	145m	Views from the road bridge over the M5 motorway are elevated and the F Route is clearly visible running north and south parallel to the M5 motorway. The F Route is partly backgrounded to the northeast by landform at the base of Crook Peak. Pylons to the south are screened to the lower parts by dense tree cover east of the M5 motorway.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and the construction of the proposed 400kV overhead line further to the southeast in the distance would be temporarily visible beyond farmland across the Somerset Levels and Moors. Construction works would be perceptible in generally low proportions of the view. The magnitude of effect in road user views overall would be low adverse. During operation: Low beneficial The F Route would be removed from views, and in the short and medium-term the proposed 400kV overhead line using the T-pylon and upper part of the proposed CSE compound would be introduced into more distant oblique views southwest. Due to the introduction of the proposed 400kV overhead line in more distant views to the south and southeast, and the removal of the F Route from a greater extent of closer views, overall the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the Proposed Development would be similar to those anticipated on completion. After 15 years the South of Mendip Hills CSE compound and the proposed 400kV overhead line would be screened to a greater extent by mitigation planting with gantries and T-pylons visible above embankment and roadside tree and structure planting.	Minor adverse	Minor beneficial	Minor beneficial	B1.115 to B1.116 and C1.4	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Committed Development within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
19	Residential Properties, Doctors Surgery, Play Area	BAE Systems Properties Ltd and Edington Surgery Land at, Crockers Hill, Woolavington, Bridgwater, TA7 8EE Outline planning application with all matters reserved (except access) for the erection of 45 dwellings, play area, attenuation pond, access road, improvements to Woolavington Road and full planning application for new doctors surgery and associated works	High and Medium	Local	Medium		The indicative masterplan (Drawing Nr P_003 Rev C) for this outline planning application illustrates properties and a doctor surgery adjacent to Woolavington Road on higher ground, properties along the western extent of the site, and properties off indicative internal roads within the eastern extent of the site. Mature hedgerow and trees along the field boundary that defines the western boundary of the proposed housing site would be retained and the field boundary through the centre of the site would be retained except where new internal roads are proposed. The northern boundary of the site on lower ground would include retained hedgerow and trees north of a proposed play area, and would likely include new tree planting around proposed attenuation ponds. The indicative masterplan includes indicative tree planting within the site and in parking and amenity areas. Views west are anticipated to be filtered by retained field boundary hedgerow and trees. Northerly views would be obscured in places by intervening properties, but are anticipated to extend north across the Levels, over mature field boundary hedgerow and including the ZG Route and the Mendip Hills beyond. Direct property views west across fields at the foot of Puriton Ridge and along Woolavington Road and oblique views northwest across The Somerset Levels . Direct and oblique views north and northwest from rear upper storey property windows across The Somerset Levels . The view includes the F Route and the ZG Route. A pylon on the F Route is visible south of Woolavington Road. Running north of Woolavington Road the F Route is heavily filtered by intervening tall field boundary trees and hedgerow, becoming visible to the northwest on The Somerset Levels above and between intervening field trees.	During construction: Low adverse In the short-term at height works including cranes and temporary scaffolding would be visible during construction of the proposed 400kV overhead line and during removal of the F Route above field boundary trees north of Woolavington Road. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment to the F Route but further west in the view. The proposed 400kV overhead line would be visible above filtering vegetation immediately west where previously the F Route was screened by intervening vegetation. To the northwest the proposed 400kV overhead line would be visible in glimpsed views. The F Route would be removed from a small part of the view. The magnitude of effect is low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.1	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H1	Residential Property	Properties on Crockers Hill and Ham Lane, Woolavington	High and Medium	Local	Medium	230m	Views west from properties on the western edge of Woolavington extend across adjacent fields on the lower slopes of Puriton Ridge and along Woolavington Road. Direct and oblique views north and northwest are possible from rear upper storey property windows, extending beyond Woolavington and across the Somerset Levels and Moors. Northerly views include partial views of the ZG Route, with Brent Knoll and the Mendip Hills beyond. A 132kV pylon on the F Route to the south of Woolavington Road is visible in the westerly view. Running north of Woolavington Road the F Route is heavily filtered by intervening mature field boundary trees and hedgerow, becoming visible on the Somerset Levels to the northwest, visible above and between intervening field trees. The site of committed development ID 19 (outline planning application (with all matters reserved) for residential properties, a doctors surgery, and a play area) is to the west of Crockers Hill and would extend the western edge of Woolavington further west. This committed development would introduce built form into the existing view across farmland. Existing mature trees and hedgerow along field boundaries within the committed development site are largely proposed to be retained. Views of the F Route would potentially be obscured by new built-form but would remain visible in addition to the ZG Route, in upper storey rear northerly views.	During construction: Low adverse In the short-term at-height works including cranes and temporary scaffolding over Woolavington Road would be visible during construction of the proposed 400kV overhead line and during removal of the F Route to the south of Woolavington Road and above mature field boundary trees and hedgerow north of Woolavington Road and across the Somerset Levels and Moors towards the ZG Route. A low proportion of views would be affected for the short-term. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced on an alignment to the west of the F Route in the view west and closer in the view northwest and west than the F Route and the ZG Route. The F Route would be removed from a small part of the view. The proposed 400kV overhead line would be perceptible through and above heavy filtering to the west. To the northwest the proposed 400kV overhead line would be glimpsed above hedgerow and trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.1	N/A
B1.H2	Residential Property	Properties on the north side of Woolavington Road near the junction with the East Approach Road	High and Medium	Local	Medium	155m	Properties have open upper storey front views south obscured towards Puriton Ridge by property and farm buildings south of Woolavington Road and by roadside trees. Garden and roadside hedgerow screen lower storey southerly views. Side lower storey, and rear upper storey oblique views towards the F Route are heavily filtered by boundary trees and hedgerow, and or by an adjacent property.	During construction: Low adverse In the short-term construction works for the proposed 400kV overhead line including cranes, vehicle movements and activity within the equi-potential zone would be visible in southerly views towards Puriton Ridge above and between farm buildings north of Woolavington Road. Removal of the F Route would be barely perceptible in limited oblique views east. Overall, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-ptylon would be introduced into upper storey southerly views visible above property and farm buildings south of Woolavington Road, partly backgrounded by Puriton Ridge and comprising a small proportion of the overall view. The proposed 400kV overhead line would be barely perceptible in limited upper storey oblique views northeast, due to heavy filtering and screening by mature garden trees, and intervening field boundary trees and hedgerow. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	A1.28	N/A
B1.H3	Residential Property	Property on the north side of Woolavington Road west of receptor B1.H2	High	Local	Medium	245m	This property has open, upper storey southerly views towards Puriton Ridge. Roadside hedgerow screens lower storey views south. No views are anticipated of the F Route to the east and northeast due to screening by property and field boundary trees.	During construction: Low adverse In the short-term ground level and at-height works associated with the construction of the proposed 400kV overhead line on Puriton Ridge would be visible in front upper storey southerly views over Woolavington Road. Removal of the F Route may be perceptible in the distance on higher ground to the south and southeast. Given the distance and proportion of the view affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-ptylon would be introduced into upper storey southerly views towards Puriton Ridge, (where the F Route would be removed from the distant view). The proposed 400kV overhead line would be partly backgrounded by woodland on the top of the ridge, and would be obscured in views southeast by property and farm buildings south of Woolavington Road. Overall the proposed 400kV overhead line would comprise a small part of upper storey southerly views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those for immediately on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H4	Residential Property	Bungalow on the north side of Woolavington Road, west of the West Approach Road	High	Local	Medium	610m	Limited front property views south due to screening by tall dense garden and roadside hedgerow. There is an oblique view southeast through property entrance and over Woolavington Road partially screened by roadside hedgerow.	During construction: Low adverse In the short-term limited views would include works including cranes relating to the construction of the proposed 400kV overhead line on Puriton Ridge perceptible beyond Woolavington Road above intervening hedgerow. A low proportion of the view would be affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with the T-ptylon would be introduced into the glimpsed oblique view south and southeast above intervening hedgerow. The upper most part of the T-ptylons anticipated to be perceptible with partial backgrounding by Puriton Ridge. The Proposed Development would result in a low alteration to the existing view. The magnitude of change would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H5	Residential Property	Property north of Woolavington Road, near the northeastern edge of Puriton	High and Medium	Local	Medium	705m	There are heavily filtered views looking south towards Puriton Ridge and side heavily filtered views looking east towards the higher ground in far distance, and oblique rear views looking northeast. The F Route is visible in the side view east, filtered at the lower elevation of the pylons by field boundary vegetation and backgrounded by higher ground in the far distance. Views to the south are filtered by roadside hedgerow and trees in the foreground.	During construction: Low adverse In the short-term at-height works, including cranes, during construction of the proposed 400kV overhead line would be visible above field boundary vegetation extending across higher ground on Puriton Ridge. A low proportion of the view would be affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line including an angle tower would be introduced into the distant view towards the top and northern slopes of Puriton Ridge. The proposed 400kV overhead line supported by the T-ptylon would be partly backgrounded by Chisland Covert and landform, and partly visible against the sky. The proposed 400kV overhead line would be glimpsed in views northeast and east due to heavy filtering in the foreground, and would be closer in views than the F Route, which would be removed from views. A low proportion of the view would be affected for a short period of time, the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H6	Residential Property	Properties on the edge of Puriton facing Woolavington Road	High and Medium	Local	Medium	655m	Properties generally have front aspect views looking upwards from the edge of Puriton looking south and southeast towards Puriton Ridge. There is filtering in some foreground views by garden and field boundary vegetation. The F Route is not perceptible.	During construction: Low adverse In the short-term at height works, including cranes relating to the construction of the proposed 400kV overhead line would be glimpsed in views south between and above intervening hedgerow and trees. No greater than a low proportion of the view would be affected for a short period of time. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into the view south and southeast. Views of the T-ptylons would be glimpsed due to intervening filtering by field boundary hedgerows. The upper most part of the pylons would be visible and partly backgrounded by Puriton Ridge. No greater than a low proportion of the view would be affected for a short period of time. The magnitude of effect in views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.3	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H7	Residential Property	Properties on the northeastern edge of Puriton	High and Medium	Local	Medium	700m	There are views east from houses on Rookery Crescent on the edge of Puriton. Views are looking east across flat farmland over field boundary hedgerow and trees surrounding the former Ordnance factory site. A solar farm is visible in a field to the northeast and would be visible in upper storey oblique views. The short section of the ZG Route is clearly visible in views to the north, partially backgrounded by Brent Knoll. The F Route including where the F Route runs beneath the ZG Route, is screened in views by intervening mature trees. From Waterloo Close an upper storey view northeast is anticipated across Puriton Level towards the F Route, largely screened by intervening trees and hedgerow. From properties on Pool Close there is a heavily filtered, oblique view east from upper storey windows. The F Route is not perceptible in the view.	During construction: Low adverse In the short-term at-height works, including cranes would be visible above garden and field boundary vegetation during the construction of the proposed 400kV overhead line. Given the distance and proportions of the views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on an alignment at a similar distance to the F Route removed, although routed further east towards the proposed connection on the ZG Route. The taller height of the T-pylon is anticipated to be visible above intervening vegetation screening. The F Route would be removed from glimpsed views east. The proposed 400kV overhead line would result in a low alteration to the existing view which includes a high degree of filtering and screening. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.4	N/A
B1.H8	Residential Property	Properties to the north of Lower Road and on Mortimer Close and Hector Stones in Woolavington	High and Medium	Local	Medium	210m	From properties on the north side of Lower Road and from Hector Stones there are lower and upper storey views north and northwest over gardens, farmland and or paddocks. The F Route is visible, glimpsed in some filtered views and seen extending across some views. The ZG Route is visible running east west across views, some filtered by mature field boundary vegetation. From properties on Mortimer Close the F Route is visible over bungalows to the west and in views over garden vegetation to the north. Some views north anticipated to include the F Route passing underneath the ZG Route, with some filtering in views by garden and field trees and hedgerow. The ZG Route is clearly visible and Brent Knoll is a feature of views north, with the Mendip Hills perceptible in the far distance.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and removal of the F Route would be visible in a generally low proportions of the view. Given the distance and proportions of view affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with T-pylons would be introduced into views across a similar extent of the view affected by the F Route, which would be removed from views. T-pylons supporting the proposed 400kV overhead line may be introduced into parts of the view where the 132kV pylons on the F Route was previously not visible; whilst 132kV pylon/s may be removed from the view and not replaced with a new T-pylon/s. The proposed 400kV overhead line would result in a low alteration to the existing view affected by the F Route with some filtering and screening by properties and garden and field boundary hedgerow and trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.5 and B1.6	N/A
B1.H9	Residential Property	Pear Tree Farm off the B3139 Causeway on the northern edge of Woolavington	High and Medium	Local	Medium	365m	There are open views west from this property looking across fields on the Somerset Levels and looking southwest towards Puriton Ridge above intervening field boundary hedgerow and trees. The F Route is visible looking southwest towards Puriton Ridge and runs north south across westerly views, partly filtered and screened by intervening field hedgerows and trees. The ZG Route is a visible in the oblique view northwest beyond the F Route.	During construction: Low adverse In the short-term ground level and at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible above intervening field hedgerow and trees. There would be an increased sense of movement by construction vehicles for a short period of time. Construction of the proposed 400kV overhead line would be visible across the view northwest, with works to dismantle the F Route and part of the ZG Route partly visible beyond. The temporary overhead line and works on the ZG Route where the proposed 400kV overhead line would connect to the existing 400kV overhead line would be perceptible in the view northwest, above intervening hedgerow and trees. The magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into the view southwest towards Puriton Ridge, visible on higher ground beyond the F Route removed. The F Route would be replaced with the proposed 400kV overhead line on a similar alignment in the view west and closer in the view to the northwest. Due to the increased size of the T-pylon, the proposed 400kV overhead line would be more visible above intervening mature hedgerow and trees. Brent Knoll and the Mendip Hills further north would provide some backgrounding to the proposed 400kV overhead line, and ZG Route. Overall, a moderate proportion of property views would be affected by the proposed 400kV overhead line. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.8	N/A
B1.H10	Residential Property	Meadow Farm on the northern edge of Woolavington to the east of the B3139 Causeway	High and Medium	Local	Medium	485m	Views north and northwest extend over flat farmland with field hedgerow and trees with some foreground screening by boundary vegetation. The ZG Route is clearly visible above hedgerow and trees and across the majority of the view. Brent Knoll is a visible feature beyond the ZG Route and the Mendip Hills are seen in the distance. The F Route is partially screened by intervening trees along Causeway and along field boundaries, and short sections of the F Route are perceptible north of the ZG Route backgrounded by the Mendip Hills in the distance.	During construction: Low adverse In the short-term views north would include construction activity associated with the construction of the proposed 400kV overhead line where it connects to the ZG Route, including a temporary overhead line and works within the proposed equal-potential zone. At-height works to construct the proposed 400kV overhead line and to remove the F Route would be perceptible in views northwest between and above intervening trees. Given the distance of proposed construction works, and the generally low proportions of the view affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced marginally closer in the view northwest and north compared to the F Route and the ZG Route. The F Route would be removed from a small proportion of northerly views and the proposed 400kV overhead line would be visible above and between intervening trees and hedgerow in a small proportion of the view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H11	Residential Property	Properties within the northern extent of Woolavington, on the B3139 Causeway and Causeway Close	High and Medium	Local	Medium	420m	There are front views from Churchside and oblique side views from Chapel House looking west over bungalows on the Causeway on the opposite side of the road. There are glimpsed views west and northwest of the upper part of a 132kV pylon on the F Route.	During construction: Low adverse to negligible In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in a small or very small proportion of the view obscured by properties. Given the distance of proposed construction works, and the low proportions of the view affected, the magnitude of effect would be low adverse. During operation: Low adverse to negligible In the short and medium-term the proposed 400kV overhead line supported with the T-pylons would be introduced on an alignment to the east of the F Route, which would be removed from the view, in a similar proportion of the view. The T-pylon would be more visible in some views due to the taller height and solid central column and cross beam. The proposed 400kV overhead line would result in a low or very low alteration to the existing view. The magnitude of effect would be low adverse to negligible. After 15 years: Low adverse to negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse to negligible	Minor adverse to negligible	Minor adverse to negligible	N/A	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H12	Residential Property	Properties on Reeds Drive	High and Medium	Local	Medium	705m	There are direct side views from Priory Cottage and house number 8, direct front views from Reedlands Cottage, direct side and oblique rear views from Priory Farm of the F Route and the ZG Route to the north and northwest. The F Route to the west of Puriton is heavily filtered by garden vegetation screened by built form. Lower down in to the Woolavington Levels, the F Route is filtered at its base by field boundary vegetation and trees, appearing visible. The ZG Route is visible though the lower elevations are filtered by field boundary vegetation and trees and is backgrounded by the Mendip Hills to the north. There are upper storey oblique front views from 'Moorside' and oblique rear views from 'Bayside' on the settlement edge looking northwest towards the Woolavington Levels. The F Route is visible across the view north to south in glimpses through gaps in the garden vegetation at the adjacent properties. The upper most part of the F Route is visible above filtering.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and removal of the F Route would be visible for a short period of time comprising no greater than a low proportion of the view. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views northwest through gaps between buildings and vegetation as well as over the settlement of Woolavington. The F Route would be removed from direct and oblique views to the north and northwest. The proposed 400kV overhead line supported with the taller T-pylons would be more visible above vegetation than the F Route due it being closer in the view. As only glimpsed views at an oblique angle would be affected, the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.11	N/A
B1.H13	Residential Property	Properties on Church Street and Reeds Drive	Medium	Local	Medium	665m	From these residential properties there are direct filtered first floor rear views north towards Brent Knoll and the Mendip Hills. The F Route and ZG Route are visible to the north and are viewed filtered by garden boundary vegetation and orchard vegetation beyond farm and field trees. The F Route is filtered at its base by field boundary vegetation across The Somerset Levels. The ZG Route is filtered at the lower elevations also but appears against the background of the Mendip Hills.	During construction: Low adverse to negligible In the short-term at height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in a small or very small proportion of the view. The magnitude of effect would be low adverse to negligible. During operation: Low adverse to negligible In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into northwesterly views between buildings and vegetation as well as over filtering by the settlement of Woolavington. The F Route would be removed from views north and northwest visible above field trees. The proposed 400kV overhead line would be more visible above vegetation than the F Route removed due it being closer in the view. As only glimpsed views at an oblique angle would be affected, the change is considered to be low adverse. After 15 years: Low adverse to negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse to negligible	Minor adverse to negligible	Minor adverse to negligible	B1.10	N/A
B1.H14	Residential Property	Group of properties on the north side of Vicarage Road; properties on Dawbins Drive; and properties on Elm Lane	Medium	Local	Medium	645m	Direct upper storey rear views are anticipated over garden boundary vegetation. The ZG Route and F Route are perceptible in glimpsed views. Filtering is provided by garden boundary vegetation and built form. There are expansive, direct rear upper storey views from a group of properties along Elm Lane looking north towards Brent Knoll and the Mendip Hills. The F Route is expected to be visible in rear views, though only glimpsed due to distance and filtering by field boundary vegetation and built form. Where visible the upper part of the 132kV pylons on the F Route would be perceptible above landform backgrounding. The ZG Route runs across the entire view visible above field boundary vegetation. The pylons are partly filtered up to the lower parts and the upper parts are visible above backgrounding by the Mendip Hills.	During construction: Low adverse to negligible In the short-term at height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible. The magnitude of effect would be low adverse to negligible. During operation: Low adverse to negligible In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along a similar alignment running north towards the Mendip Hills. The F Route would then be removed from view running north. The proposed 400kV overhead line pylons would be more visible over foreground filtering where the gaps permit the more long distant views. The proposed 400kV overhead line would be more visible over screening vegetation than the F Route due it being closer in the view and taller. Most of the view would remain screened by built form and filtered by vegetation, similar to that currently experienced. As only glimpsed rear views would be affected, the change is considered to be low adverse. Properties along Elm Lane have more expansive open views and the proposed 400kV overhead line would be introduced into upper storey rear views north on a similar alignment to the F Route removed. The proposed 400kV overhead line would be visible within rear views but distant and filtered views as the proposed 400kV overhead line runs north. The magnitude of effect would be low adverse to negligible. After 15 years: Low adverse to negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse to negligible	Minor adverse to negligible	Minor adverse to negligible	N/A	N/A
B1.H15	Residential Property	Properties in Woolavington between Lower Road and Higher Road	High and Medium	Local	Medium	290m	From properties on the north side of Higher Road there are upper storey views looking north over garden boundary vegetation including the ZG Route in some glimpsed views visible against the sky. There is some filtering by garden boundary vegetation and screening by built form. The F Route running roughly north south is seen above properties and in filtered views. From properties on the south side of Lower Road the F Route would be visible in glimpsed views to the northwest and north. The ZG Route is visible in the distance running east west filtered by mature field boundary vegetation.	During construction: Low adverse to negligible In the short-term at-height construction activity including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible. Given the distance and low and very low proportions of the views affected for a short period of time, the magnitude of effect would be low adverse to negligible. During operation: Low adverse to negligible In the short and medium-term the proposed 400kV overhead line would be introduced into views across a similar extent of the view affected by the F Route, which would be removed from views. Small or very small proportions of property views would be affected where views extend over and through surrounding properties. The proposed 400kV overhead line would be seen between and through filtering by intervening trees and hedgerow. The taller height and solid central column and cross beam of T-pylons would be perceptible. The magnitude of visual effects in property views would be low adverse to negligible overall. After 15 years: Low adverse to negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse to negligible	Minor adverse to negligible	Minor adverse to negligible	B1.7	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H16	Residential Property	Homestead Farm, on the B3139 Causeway north of Woolavington	High	Local	Medium	125m	This bungalow has open side views north and south. A mature tree provides some filtering and screening in property views southeast. Rear views west are partly obscured by farm buildings within the property curtilage. The F Route passes over farm buildings to the immediate west, on a northeast southwest alignment, and is clearly visible, including 132kV pylons in close side property views southwest and north. Visibility of the F Route reduces in northerly views due to distance and screening by intervening hedgerow and trees. Southerly side property views extend along the F Route running under the ZG Route and include the F Route running over Puriton Ridge in the distance. Views also include the ZG Route running roughly east west across the view. Puriton Ridge provides backgrounding to existing overhead lines.	During construction: Moderate adverse In the short-term southerly views would include works to dismantle the F Route passing over this property including scaffolding on the property boundaries; temporary overhead lines including one closer in the view than the ZG Route and the other on a similar alignment to the ZG Route; works to dismantle two spans of ZG Route; and construction of the proposed 400kV overhead line running northeast to and from proposed connections to the ZG Route. Southerly views would include vehicle movements along construction haul roads, activity at working areas and scaffolding over Causeway. Front oblique views southeast would include stringing works at the equi-potential zone adjacent to where the proposed 400kV overhead line would connect to the ZG Route. Construction works would be visible in close views southwest and would occupy a large proportion of southerly views. Construction works on Puriton Ridge relating to construction of the proposed 400kV overhead line and removal of the F Route on the top and northern slopes of Puriton Ridge. The magnitude of effect would be moderate adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into property views further away in the view than the F Route removed. The removal of the F Route from close proximity views and from passing over this property would result in beneficial visual effects along with the removal of two spans on the ZG Route. However the proposed 400kV overhead line would be introduced into southerly views and in rear views west, and would be perceptible on Puriton Ridge to the west of where the F Route would be removed this ridge. Overall the removal of the F Route from close views (and the removal of two spans of the ZG Route), and the introduction of the proposed 400kV overhead line further away in property views would result in a low adverse magnitude of effect. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Moderate adverse	Minor adverse	Minor adverse	B1.16 and B1.17	N/A
B1.H17	Residential Property	Cormmoore Farm Wall and Cormmoore Farm Puddy	High and Medium	Local	Medium	565m	From the property there are glimpsed upper storey views south towards the F Route in the distance, heavily filtered by garden and field boundary vegetation. In the oblique view east the F Route is perceptible in glimpsed views through heavy filtering by foreground vegetation. The is a direct upper storey side view east from Cormmoore Farm Puddy. The F Route is barely perceptible in the distant view, heavily filtered by garden and field boundary vegetation.	During construction: Low adverse In the short-term at-height construction activity including cranes associated with the construction of the proposed 400kV overhead line and removal of the F Route would be perceptible over garden and field boundary vegetation. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into the view further east of the F Route removed. The T-pylon would be taller, however with the increased distance between these properties and the proposed 400kV overhead line, they would not appear taller than the existing 132kV pylons closer in the view, above intervening filtering and screening. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.19	N/A
B1.H18	Residential Property	Hillview Farm on the B3139 Church Road, Cote	High and Medium	Local	Medium	680m	Front lower storey views south are filtered by roadside hedgerow, and upper storey views over roadside hedgerow are open to the south. The property has no side windows and has a glimpsed oblique rear view northeast though a gap in garden trees. The F Route is perceptible above intervening field boundary hedgerow and trees in a small part of the view.	During construction: Negligible In the short-term at-height construction activity including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be barely perceptible above intervening mature vegetation. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced further away in the view than the F Route removed. The proposed 400kV overhead line would be partially filtered by existing mature roadside trees and would be barely perceptible in the glimpsed view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those for immediately on completion.	Negligible	Negligible	Negligible	N/A	N/A
B1.H19	Residential Property	Semi-detached properties on the east side of the B3139 Church Road, East Huntspill	High and Medium	Local	Medium	875m	Most front window views filtered by roadside trees and hedgerow on east side of Church Road with some limited open views. Glimpsed direct front view from first floor only looking over Church Road and adjacent field boundary vegetation towards the F Route which is perceptible through the field boundary vegetation though not clear from ground floor of the receptor. Pylons do not appear backgrounded and connections would be visible crossing the skyline from the first floor.	During construction: Low adverse In the short-term at height construction activity including cranes and temporary scaffolding associated with the proposed 400kV overhead line and the removal of the F Route over field boundary vegetation would be perceptible from the first floor. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced, parallel to existing line though almost twice the distance away from the receptor. The F Route would be removed from assumed upper storey view. Pylons would be taller, however with the increase in distance from the receptor, they would not appear taller from this receptor. Also with the increased distance there would be an increase in the level of filtering. Change is considered to be low and adverse as the F Route is being removed and the proposed 400kV overhead line is further away and is more filtered. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H20	Residential Property	Durston's Farm, east of the B3139 Church Road, East Huntspill	High and Medium	Local	Medium	905m	Front lower and upper storey open views south over garden and open pasture towards Puriton Ridge with the F Route visible in the far distance. There is a possible side glimpsed view east of the F Route above intervening field boundary trees.	During construction: Negligible In the short-term construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be barely perceptible above mature vegetation. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced further away from the receptor to the existing line. The F Route would then be removed. The pylons would remain filtered by the existing mature roadside trees and barely perceptible in the glimpsed view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	N/A	N/A
B1.H21	Residential Property	Cote Farm, White House Lane	High and Medium	Local	Medium	790m	The property has an oblique upper storey side view south towards Durstons Farm and a heavily filtered front view east across Huntspill Moor. The side view includes the F Route, which is perceptible through field boundary vegetation, though fairly heavily filtered. Only the upper most part of the F Route would be visible due to lack of a landform background. In the direct view northeast, foreground filtering by field boundary vegetation and screening by farm building frame views though there are still open views across farmland.	During construction: Low adverse In the short-term at height construction activity including cranes and temporary scaffolding associated with the proposed 400kV overhead line and the removal of the F Route over field boundary vegetation would be perceptible from the first floor. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced parallel to existing line, though further to the east. The F Route would be removed. The proposed 400kV overhead line would be visible from front and side views (first floor), over filtering by field boundary vegetation, with only the tops visible in these views. Front views would afford more views of the pylons due to the open nature of the moorland landscape and the lack of hedgerows, with more pylons visible due to increased height, however due to being further away, the height difference would not really be perceptible. Due to the strong presence of existing pylons within the area and with the proposed 400kV overhead line being located further away, the change is considered to be low and adverse, mainly due to the increased number of pylons which would be visible. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Receptor Sensitivity: High or Medium or Low

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H22	Residential Property	Green Acres on White House Lane, Cote	High	Local	Medium	705m	Bungalow with front views south with distant view of the F Route. Property has oblique glimpsed view of the F Route to the southeast through gaps in roadside hedgerow and trees, partially visible with screening to lower parts. No direct side views due to heavy filtering and screening by roadside hedgerow.	During construction: Low adverse In the short-term works to construct the proposed 400kV overhead line in the distant views south anticipated to be barely perceptible and at-height works associated with F Route removal perceptible through and above field boundary vegetation in no greater than a low proportion of the view. Given the distance and proportions of the views affected for a short period of time, the magnitude of effect would be low adverse overall. During operation: Low beneficial In the short and medium-term the F Route would be removed from no greater than a small proportion of views south and southeast resulting in a beneficial visual effect on property views. The proposed 400kV overhead line supported with the taller T-pylons is anticipated to be barely perceptible in distant views beyond removal of the F Route. The magnitude of effect in property views would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.25	N/A
B1.H23	Residential Property	The White House on White House Lane, Cote	High and Medium	Local	Medium	690m	This property is surrounded by garden trees and vegetation. Views towards the F Route are largely from upper storey windows. Lower and upper storey views south over garden and pasture heavily filtered and screened. Side glimpsed view east filtered by trees, including the F Route perceptible across farmland.	During construction: Low adverse In the short-term at-height construction activity including cranes associated with the removal of the F Route and the construction of the proposed 400kV overhead line in the distance anticipated to be perceptible above and through tree filtering. Given the generally low proportions of the view affected, the magnitude of effect would be low adverse overall. During operation: Low beneficial In the short and medium-term the F Route would be removed from heavily filtered views and the proposed 400kV overhead line supported with the taller T-pylons would be introduced into the distant heavily filtered view beyond the F Route removed and comprising a very small proportion of the view. The magnitude of effect would be low beneficial due to the removal of the F Route closer in the view. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.26	N/A
B1.H24	Residential Property	Properties on Burtle Road including Court Farm, Rose Cottage and two other properties, Cote, East Huntspill (2 storey properties and bungalows)	High and Medium	Local	Medium	425m	Open and filtered views north and south with views beyond Burtle Road generally filtered by roadside trees. Views north across fields and along the F Route with some filtering from garden and field boundary trees. Court Farm closest with the F Route in close proximity and with long views along the F Route. Views south across road and fields along F Route in distance with the ZG Route visible. In particular Rose Cottage has front open lower views. Farm buildings on the opposite side of road screen parts of the view from properties. Court Farm has side views east including the F Route passing over Burtle Road. Views south are shortened by farm buildings.	During construction: Low adverse In the short-term construction works including cranes and temporary scaffolding adjacent and over Burtle Road associated with the removal of the F Route would be perceptible in a moderate or low proportion of the property view. Overall the magnitude of visual effects in property views would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from close proximity and from views along the F Route. The proposed 400kV overhead line supported with the taller T-pylons would be introduced on an alignment further away in views obscured by intervening trees and properties. Overall the magnitude of effect would be low beneficial due to the removal of the F Route closer in views. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
B1.H25	Residential Property	Property accessed off a private road at Cote (Cote Farm), north of Burtle Road	High and Medium	Local	Medium	360m	This property has views of the F Route as it passes over the edge of the property garden to the west. Open oblique views to the south extend over the rear garden and includes a 132kV pylon on the F Route clearly visible in oblique views southwest beyond the adjacent field. There are views north over field boundary hedgerows with a 132kV pylon clearly visible in the oblique view northwest. Side views west include conductors across the full extent of the view heavily screened by garden trees. Side views east are obscured by agricultural buildings adjacent to the property.	During construction: Low adverse In the short-term construction works associated with the removal of the F Route would be clearly visible in close views and in views extending along the F Route. At-height works to construct the proposed 400kV overhead line including cranes would be visible temporarily in views east and northeast. Given the distance and proportions of views affected, the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from close and more distant views, and the proposed 400kV overhead line supported with T-pylons would be introduced into more distant and oblique views east above field boundary trees and across a small proportion of property views. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
B1.H26	Residential Property	Properties on the private road north of Burtle Road at Cote, including Roselea and Norbert	High	Local	Medium	210m	Property views west include the F Route visible above field boundary hedgerow and trees, obscured in places by hedgerows to property and intervening farm equipment and buildings. Easterly views are filtered and partially screened by hedgerows including along property boundaries and along the private road adjacent, and by sheds on the east side of the private road also partially screen views east. Views north and south are largely obscured by farm buildings and or mature trees along Burtle Road.	During construction: Low adverse In the short-term construction works associated with the removal of the F Route (including the 132kV pylon north of Burtle Road) would be visible between and above field boundary hedgerow. The construction of the proposed 400kV overhead line including the angle pylon proposed north of Burtle Road would be perceptible for a short period of time in generally low proportions of the view, due to a high degree of filtering and screening by hedgerow and sheds in easterly views. Overall the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into easterly views perceptible above intervening hedgerow and trees and where not screened by sheds adjacent to the private road north of Burtle Road. The proposed 400kV overhead line would be perceptible at a similar distance to the F Route, which would be removed from westerly property views. The proposed removal of the F Route would result in low beneficial magnitude of effect in westerly views and the introduction of the proposed 400kV overhead line into easterly views would result in no greater than a low adverse magnitude of effect. Overall the magnitude of effect on views from these properties would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.24	N/A
B1.H27	Residential Property	Sunningdale, on Burtle Road	Medium	Local	Medium	165m	The property has open front and side view towards the F Route in the west and rear and side (filtered) views to the east across farmland. Views extend across a greater distance to the northeast. Fields divided by hedgerows and mature trees.	During construction: Low adverse In the short-term at-height construction activity including cranes and temporary scaffolding associated with the removal of the F Route would be prominently visible. Due to proximity, surface level disruption associated with construction activity, would affect views. The proposed 400kV overhead line construction including pylon erection and cranes would be visible temporarily in filtered views northeast and open long distance views south. Views of the access road to the northeast would be filtered by trees but surface level disruption would be perceptible in oblique views east. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views northwest beyond farmland and hedgerows trees previously unaffected by the F Route. Views northwest would extend along the proposed 400kV overhead line. Views south between Cotolea and Cote corner includes proposed 400kV overhead line close in the view than the ZG Route. The F Route would be removed from views west. Overall the change is low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.24	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H28	Residential Property	Properties on Burtle Road at Cote including Cotelea and Cote Corner	High and Medium	Local	Medium	75m	Properties have front open views west towards the F Route running across farmland visible above hedgerow field boundaries. There are oblique rear views south across fields with the ZG Route and Puriton Ridge anticipated to be visible in the distance. Rear views east along Burtle Road are filtered by trees along the road.	During construction: Moderate adverse In the short-term westerly views would include works to dismantle the F Route, visible above hedgerows and trees. Oblique southerly views would include construction works for the proposed 400kV overhead line close in the view, partially filtered and screening by intervening trees and hedgerow. Works relating to the proposed connection between the new 400kV overhead line and the ZG Route may be perceptible in the distance. Filtered views east along Burtle Road would include at-height works to construct the proposed 400kV overhead line and partial views of scaffolding over this road. The magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced into rear views south and east, (on a different alignment to the F Route), and closer in the view than the ZG Route or where no overhead line currently exists. The F Route would be removed from front views west and southwest. Trees along Burtle Road would filter easterly views towards the proposed 400kV overhead line including an angle pylon to the north of Burtle Road. The upper part of the T-ptylon is anticipated to be perceptible in these easterly views. Overall, the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.24	N/A
B1.H28a	Residential Property	Red House, on the corner of Longmoor Drove	High and Medium	Local	Medium	830m	This property has rear oblique views southwest and an assumed side view west. The F Route is visible in the distance on Puriton Ridge and is glimpsed in views across flat low lying farmland, filtered by intervening field boundary hedgerow and trees. The ZG Route is visible running across southerly views beyond intervening farmland. Upper storey front oblique views extend northwest and are anticipated to include glimpsed views of the distant F Route through gaps in roadside and field hedgerow.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line, proposed works on the ZG Route, and the removal of the F Route would be visible on Puriton Ridge and on flat low lying farmland, where not screened by intervening field boundary hedgerow and trees. Temporary overhead lines adjacent to the ZG Route and ground level construction activity would be perceptible in oblique views southwest in a small proportion of the overall view. Overall, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line would be introduced into part of the oblique view towards the top and northern slopes of Puriton Ridge and running northeast to and from the ZG Route. The proposed 400kV overhead line would be introduced closer in the view west and northwest than the F Route removed. T-ptylons would be taller than the 132kV pylons, visible above intervening hedgerow and trees beyond farmland, and glimpsed in oblique views northwest. Overall, the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.22	N/A
B1.H29	Residential Property	Hackness Farm on the B3139 Church Road, East Huntspill	High and Medium	Local	Medium	890m	There is a direct first floor side view looking east towards Huntspill Moor. There is also an oblique front view looking east and oblique rear looking south. The direct view east is heavily filtered by garden boundary vegetation, though F Route is perceptible through gaps in the vegetation. The F Route is perceptible north and south through in between filtering. Where the route is visible, it is not viewed against a background.	During construction: Low adverse In the short term at height construction activity including cranes and temporary scaffolding associated with the removal of the F Route would be glimpsed to the east. Due to the proximity of the access road to the south and in the across an adjacent field to the north some surface level disruption associated with construction activity would affect views. The proposed 400kV overhead line construction including pylon erection and cranes would be glimpsed in views over and between mature vegetation. During operation: Low beneficial In the short and medium-term the F Route would be removed from glimpsed views with a low beneficial magnitude of effect in views. The F Route would be replaced with the proposed 400kV overhead line on similar alignment further to the east. (Further in the views). Pylons would be visible over filtering vegetation, but no more than that currently experienced due to distance from receptor. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
B1.H30	Residential Property	Brue Farm on Merry Lane, East Huntspill	High and Medium	Local	Medium	915m	There is a direct first floor side view looking east towards Huntspill Moor. There is also an oblique front view looking east and oblique rear looking south. The direct view east is heavily filtered by garden boundary vegetation, though F Route is perceptible through gaps in the vegetation. The F Route is perceptible north and south through in between filtering. Where the route is visible, it is not viewed against a background.	During construction: Low adverse In the short term at height construction activity including cranes and temporary scaffolding associated with the removal of the F Route would be glimpsed to the east. Due to the proximity of the access road to the property some surface level disruption associated with construction activity would affect views. The proposed 400kV overhead line construction including pylon erection and cranes would be visible temporarily over and between blocks of mature vegetation and in glimpses only. During operation: Low beneficial In the short and medium-term the F Route would be removed from glimpsed close proximity views with a low beneficial magnitude of effect in views. The F Route would be replaced with the proposed 400kV overhead line would be introduced on a similar alignment but further to the east (further in the views). Pylons would be visible over filtering vegetation, but no more than that currently experienced due to distance from receptor. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
B1.H31	Residential Property	Moor Row, Merry Lane, East Huntspill	High and Medium	Local	Medium	585m	There are oblique upper and lower storey front and rear views looking east towards Huntspill Moor. To the west the F Route is visible in close proximity to receptors with only the base of the pylons filtered by field boundary vegetation. In rear views to the south the F Route is visible crossing towards Woolavington and there are glimpsed views of ZG Route.	During construction: Low adverse In the short-term at-height construction activity including cranes and temporary scaffolding associated with the removal of the F Route and during construction of proposed 400kV overhead line would be visible over field boundary vegetation. Due to the proximity of the access road to the property receptors would experience near views of construction traffic for a temporary period. A moderate proportion of the view would be affected for a short time and the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from near views. The F Route would be replaced with the proposed 400kV overhead line further to the east. The proposed 400kV overhead line would be visible in upper storey views, over filtering by mature vegetation. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.29	N/A
B1.H32	Residential Property	Property north of Merry Lane and the River Brue, East Huntspill	High and Medium	Local	Medium	795m	Oblique first and ground floor front and rear view looking east towards Huntspill Moor. The F Route is visible in close proximity to receptor. To the north the upper part of the one pylon is visible above field boundary vegetation. The remainder of the line is heavily filtered by farm buildings to the north. Views to the south are significantly filtered by field boundary vegetation. There is no background to the pylons due to proximity.	During construction: Low adverse In the short term at height construction activity including cranes and temporary scaffolding associated with the removal of the F Route and during construction of proposed 400kV overhead line would be visible over field boundary vegetation. Due to the proximity of the access road to the property some surface level disruption associated with construction activity would affect views. During operation: Low beneficial In the short and medium-term the F Route would be removed from views. The proposed 400kV overhead line introduced on a similar alignment but further to the east (Further in the views). The proposed 400kV overhead line would be visible from views (upper storey), over filtering by field boundary vegetation There would be a low beneficial impact on the view as the line is being taken out of the immediate vicinity and placed further away behind filtering by field boundary vegetation. Change is considered to be low beneficial due to the line being located further away. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Receptor Sensitivity: High or Medium or Low

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H33	Residential Property	Merry Farm off Merry Lane, East Huntspill	Medium	Local	Medium	110m	View south from upper storey filtered by mature trees within garden and along field boundaries. Views east from side window heavily filtered by garden trees. View north filtered by garden trees. The view to the west is screened by farm buildings. Oblique view southwest and northwest include views of the F Route. View filtered south include views of the ZG Route. Direct view west towards East Huntspill parallel with the River Brue. The F Route is visible crossing north to south across the view. One pylon is within close proximity to the road and is prominent within the view, with only the base of the pylon being filtered. As the F Route runs further north to south, the pylons and lines are heavily filtered by field boundary vegetation.	During construction: Low adverse In the short-term at-height construction activity associated with the removal of the F Route and during construction of proposed 400kV overhead line, including cranes and temporary scaffolding, would be visible in filtered views and above intervening field boundary vegetation. Given the degree of filtering and temporary nature of views the magnitude of effect would be low adverse during construction. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into heavily filtered views east. The F Route would be removed from oblique filtered views to the northwest and southwest. The proposed 400kV overhead line supported with the taller T-pylons would be more visible in views than the F Route, however the degree of filtering would result in a low adverse magnitude of effect. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.30 and B1.31	N/A
B1.H34	Residential Property	Residential property at Cripps Farm, East Huntspill	Medium	Local	Medium	170m	An upper storey view west is anticipated from this property above an adjacent building with the F Route anticipated to be perceptible in the distance above and between intervening hedgerow and trees as it runs north south across Huntspill Moor. Property views north are screened by mature trees along the River Brue.	During construction: Low adverse In the short-term at-height works including cranes, and scaffolding over Merry Lane, associated with the construction of the proposed 400kV overhead line and at-height works relating to the removal of the F Route further west would be visible over the adjacent roofline in views west and southwest. A moderate to low proportion of westerly views would be affected. The magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-ptylon would be introduced into assumed upper storey views west, closer in the view than the F Route, and extending across a moderate proportion of the view. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
B1.H35	Residential Property	Southwick Farm and Holiday Cottages, Southwick Road	High and Medium	Local	Medium	205m	Property views southeast and south are open across the property grounds and extend towards flat open farmland beyond low hedgerow along Southwick Road. Oblique front views northwest include the F Route running northeast southwest visible above intervening field boundary hedgerow and trees. Property views east are obscured by farm buildings but some upper storey views are anticipated to extend across Mark Moor beyond farm buildings.	During construction: Moderate adverse In the short-term views southeast and south would include construction activity including ground level and at-height works at the T-ptylon working area adjacent to the minor road south of Southwick Road; bellmouths adjacent to and scaffolding over the minor road; and construction traffic along a temporary haul road across flat open farmland. Oblique views southeast towards scaffolding, bellmouths and construction activity proposed on Southwick Road would be screened by property farm buildings. Views northwest would include temporary at-height works associated with the removal of the F Route visible above intervening field boundary vegetation. Due to the relatively close proximity of proposed construction works in views south and southeast, the magnitude of effect would be moderate adverse for the short-term. During operation: Moderate adverse In the short and medium-term the F Route would be removed from the view northwest resulting in a beneficial visual effect of low adverse magnitude. The proposed 400kV overhead line using the T-ptylon would be introduced into views southeast, and northeast (and into views east where not obscured by farm buildings), and would be seen running across open farmland and comprising two angle pylons. Oblique views northeast would extend along the proposed 400kV overhead line running northwest towards Mark Causeway, with some filtering and screening by intervening field boundary hedgerow and trees. The proposed 400kV overhead line would affect a moderate proportion of property views and would result in a partial alteration to the existing view. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.34 and B1.35	VPB26 and VPB27
B1.H36	Residential Property	Knowle View Farm and Bowbridge Farm, Southwick Road	High and Medium	Local	Medium	240m	Rear and side views south and east from Knowle View Farm are heavily filtered by garden boundary trees. An agricultural building to the east of Knowle View Farm provides additional screening in views southeast from this property. Front views from Knowle View Farm are open and extend north towards Southwick Farm and northwest towards Laurel Dene Cottages. The F Route further to the northwest is partly visible above intervening hedgerow and trees. Rear views from an adjacent property (Bowbridge Farm) are partially filtered by garden boundary trees although lower and upper storey views would extend south and southeast through and between gaps in filtering by mature trees. Views would extend across flat low lying farmland defined by hedgerow and mature trees. The F Route is visible in open property views northwest seen extending northeast southwest across property views and visible above mature field boundary trees. Potential views west and southwest from Bowbridge Farm would likely include the F Route and the factory at East Huntspill visible above intervening hedgerow field boundaries.	During construction: Low adverse In the short-term construction of the proposed 400kV overhead line would be perceptible including construction traffic along the proposed haul road to the south of these properties; works at a T-ptylon working area to the south of these properties, and construction of an angle pylon in filtered views southeast. At height construction activity associated with the removal of the F Route, including cranes, as well as for the construction of the proposed 400kV overhead line would be perceptible above field boundary vegetation. The magnitude of effect would be low adverse/ During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-ptylon would be introduced into and across property views south and southeast with some filtering by garden boundary trees. The proposed 400kV overhead line would be visible where an overhead line does not exist at present and would be closer and taller in views than the F Route removed. The removal of the F Route from property views northwest would however result in a beneficial visual effect in these views. Front oblique views northeast from Knowle View Farm may include partial views of the proposed 400kV overhead line running northwest towards Mark Causeway. Overall visual effects in views from Bowbridge Farm would be of moderate adverse magnitude. Due to heavy filtering and partial screening in views from the property at Knowle View Farm, and the oblique nature of front property views, the scale of change from the existing view would be lower compared to that predicted in views from Bowbridge Farm. The magnitude of effect in limited views from Knowle View Farm, towards the proposed 400kV overhead line, would be low adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.35	VPB27
B1.H37	Residential Property	Laurel Dene Cottages, Southwick Road	High and Medium	Local	Medium	335m	Views are generally open in all directions from this property. Front lower and upper storey views extend northwest along Southwick Road, and lower and upper storey side views extend east across Southwick Road and the grounds at Southwick Farm. Southwick Farm shortens views northeast from Laurel Dene Cottages. Front views northwest and potential side views southwest, include the F Route in part of the view visible above field boundary hedgerow and trees.	During construction: Low adverse In the short-term views east and northeast would include scaffolding over Southwick Road; construction activity at a T-ptylon working area immediately north of Southwick Road; and construction traffic on temporary access roads. Property views southeast and south may include at-height works to construct the proposed 400kV overhead line, perceptible above Bowbridge Farm and above intervening hedgerow and trees for a short period of time. At-height works to construct the proposed 400kV overhead line would likely be perceptible in views northeast, above properties and farm buildings at Southwick Farm. The removal of the F Route would also be perceptible in northerly views comprising a small proportion of the view. Construction works would result in a low adverse magnitude of effect in views. During operation: Moderate adverse In the short and medium-term the F Route would be removed from property views and the proposed 400kV overhead line using the taller T-ptylon would be introduced into easterly and potentially southerly views where an existing overhead line does not currently exist. A T-ptylon to the north o the and south of Southwick Road would be introduced as a new feature in easterly views. Southwick Farm, and Knowle View Farm and the adjacent Bowbridge Farm, would provide partial screening and filtering of T-pylons further north and southwest on the proposed alignment for the new 400kV overhead line. Overall a moderate adverse magnitude of effect would be experienced by residents at Laurel Dene Cottages. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.34	VPB26

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H38	Residential Property	Chestnut Farm and adjacent new build property, Southwick Road	High and Medium	Local	Medium	605m	Rear views extend across the property garden and surrounding farmland with some filtering by garden trees and shrubs and by field boundary hedgerow and trees. Rear views include the F Route running northeast towards Mark Causeway, clearly visible in oblique views northwest and north, largely from upper storey windows. Front property views are screened by garden and roadside hedgerow and trees.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be perceptible above intervening hedgerow and trees. Ground level works along the F Route would be visible through gaps in intervening hedgerow and between trees. Given the distance of proposed works and the proportion of the view affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from views resulting in a beneficial visual effect. The proposed 400kV overhead line using the T-pylon would be introduced into more distant easterly views perceptible through filtering by intervening hedgerow and trees. Overall the magnitude of effect would be low adverse due to the introduction of the proposed 400kV overhead line into a small proportion of easterly views. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	B1.33	N/A
B1.H39	Residential Property	Southwick House, Southwick Road	High and Medium	Local	Medium	800m	Property in close proximity to the F Route with rear lower and upper storey views northeast along the F Route and side upper storey view northwest including the F Route. Front property views southwest are filtered by trees along the garden boundary and Southwick Road. The F Route may be perceptible through and between filtering in front property views.	During construction: Low adverse In the short-term at height construction activity including cranes and temporary scaffolding associated with the removal of the F Route as well as the construction of the proposed 400kV overhead line would be visible above field boundary hedgerow and trees. There would be surface level activity visible from gaps in hedgerows and where the existing line is clearly visible from the base. Given the distance of proposed works and the proportion of the view affected, the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from views in particular rear and side property views. The proposed 400kV overhead line using the T-pylon would be introduced on an alignment further east away from property, and would likely be perceptible in a very small proportion of the distant rear oblique view above intervening trees and hedgerow. The removal of the F Route closer in the view and across a larger proportion of the view would result in a low beneficial magnitude of effect in views. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
B1.H40	Residential Property	Elm Tree Farm, Southwick Road	High and Medium	Local	Medium	960m	Rear lower and upper storey views northeast extend along the F Route across intervening farmland. The Mendip Hills are visible in the distance and are anticipated to provide partial backgrounding to the F Route. Front upper storey views southwest are anticipated to include the F Route south of Southwick Road.	During construction: Low adverse In the short-term construction traffic and 132kV pylon removal would be seen along the temporary access route to the 132kV pylon working area to the northeast of this property, and routed through this farm. At-height works including cranes associated with the removal of the F Route would be perceptible in rear views. Given the proportion of views affected, the magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from views. In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on a more distant alignment to the south and east of this property. The upper part of the T-pylon is anticipated to be perceptible in a very small proportion of the distant rear oblique view above intervening trees and hedgerow. The removal of the F Route closer in the view and across a larger proportion of the view would result in a low beneficial magnitude of effect in views. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.32	N/A
B1.H41	Residential Property	Residential property south of Southwick Road near the junction between Southwick Road and River Road	High and Medium	Local	Medium	725m	There is a lower storey side window with views west and oblique views northwest from lower and upper storey front facing windows. Views to the west and northwest are across flat pastoral fields toward the F Route which appears above and between hedgerow and hedgerow trees on the horizon and is backgrounded in places by Brent Knoll and the Mendip Hills to the north.	During construction: Low adverse In the short-term views would include at-height works to construct the proposed 400kV overhead line with intervening hedgerows partially screening ground-level construction activity. There would also be distant and oblique views of at-height works to construct the 400kV overhead line to the northwest from the lower and upper storey front windows, as well as more distant and glimpsed views of at-height works to remove the F Route. Given the distance and generally oblique nature of nature of views there would be a low alteration to the existing view for a short period of time and the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into distant and mainly oblique views, screened at the base by intervening field boundary vegetation. The F Route would be removed from more distant views on the horizon. Given the distance and generally oblique nature of views there would be a low alteration to the existing view and the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.39a	N/A
B1.H42	Residential Property	Residential property named 'The Moors' near the junction between Southwick Road and River Road	High and Medium	Local	Medium	910m	Views to the northwest and west from upper storey rear and side windows with some filtering by garden and field boundary vegetation. Views to the west and northwest are across flat pastoral fields toward the F Route which appears above and between hedgerow and hedgerow trees on the horizon.	During construction: Low adverse In the short-term there would be a distant, open view west from side windows of works to construct the proposed 400kV overhead line with intervening hedgerows partially screening ground-level activity. There would also be distant and oblique views of at-height works to construct the 400kV overhead line to the northwest from the rear windows. There would also be more distant and glimpsed views of at-height works to remove the F Route. Given the distance there would be a low alteration to the existing view for a short time and the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into distant views, screened at the base by intervening field boundary vegetation. The F Route would be removed from more distant views on the horizon. Given the distance there would be a low alteration to the existing view and the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.39b	N/A
B1.H43	Residential Property	Yard Well Manor Farm, accessed via a private drive to the southwest of Yardwall Road	Medium	Local	Medium	385m	Yard Well Manor Farm comprises a detached property largely enclosed by tall mature trees. There are upper storey open views northeast across farmland towards Butt Lake Road and Mark Causeway beyond. The F Route is anticipated to be perceptible in northwesterly views partly filtered by property trees.	During construction: Low adverse In the short-term views northeast would include construction activity within pylon working areas and construction traffic on temporary haul roads. Views northwest are anticipated to include filtered views of at-height works to dismantle the F Route for a short period of time. Overall a low proportion of property views would be affected. The magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route would be removed from filtered views and the proposed 400kV overhead line would be introduced into views northeast, resulting in a partial alteration to the existing view and the introduction of a prominent feature into part of the view. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
B1.H44	Residential Property	Property accessed off the southern end of Yardwall Road	High and Medium	Local	Medium	190m	Property views are largely enclosed by mature garden trees and by hedgerow and trees along the eastern boundary of this property. An upper storey view east extends between boundary hedgerow and trees and extends across flat farmland to the east of Yardwall Road. 132kV pylons on the F Route are anticipated to be heavily filtered in oblique views northwest and southwest.	During construction: Moderate adverse In the short-term ground level construction activity along the temporary construction haul road south of Butt Lake Road would be visible in the property view east. At-height works to dismantle the F Route would be perceptible for a short period of time in oblique filtered views southwest and northwest. During operation: Moderate adverse In the short and medium-term the F Route would be removed from part of the westerly view and the proposed 400kV overhead line would extend across easterly views resulting a partial alteration to the existing view. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.40	VPB9

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H51	Residential Property	Court Farm, north of Mark Causeway	High and Medium	Local	Medium	70m	This property has open front elevation views south across Mark Causeway and across flat open farmland with generally low hedgerow, gappy in places. The view southwest includes the property south of Mark Causeway with mature garden trees. There is the occasional mature tree in hedgerow field boundaries to the south of Mark Causeway. The majority of the F Route is screened in oblique views southwest by intervening mature trees. The upper part of a limited number of 132kV pylons are anticipated to be perceptible in the oblique view. This property has no side views west. Rear upper storey views are partially obscured by farm buildings but there are oblique views northwest comprising the F Route running across the rear view in a northeast southwest direction with Brent Knoll beyond and the Mendip Hills in the distance. The lower elevations of the F Route are backgrounded or screened by intervening field hedgerow and trees.	During construction: Moderate adverse In the short-term ground level and at-height construction activity at proposed pylon working areas and construction traffic along the temporary haul roads would be introduced into front and rear views across farmland. Scaffolding over Mark Causeway would likely be visible in the oblique front view for a short period of time. A number of mature garden trees within the curtilage of the property south of Mark Causeway would be permanently removed to accommodate the proposed 400kV overhead line passing over Ashtrees Farm, (proposed to be demolished except for an outbuilding). Scaffolding and hedgerow removal adjacent to Back Lane would be perceptible in rear upper storey views beyond the temporary construction road and working area for the new T-pylon immediately south of Back Lane. Ground level and at-height works to dismantle the F Route would be perceptible in rear views and at-height works barely perceptible in front oblique views above intervening mature trees. The magnitude of visual effect would be moderate adverse as construction works would be seen in close proximity with a large proportion of the property views affected for the short-term. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into front open views south and southwest closer in the view than the F Route, which would be removed from a very small proportion of the oblique view southwest. Front views would extend along the proposed 400kV overhead line which would pass over the property south of Mark Causeway (to be demolished). The proposed 400kV overhead line would be introduced into the rear upper storey view (partly obscured by farm buildings) closer in the view than the F Route removed. The magnitude of effect would be moderate adverse due to the introduction of prominent elements into the view closer than the F Route, affecting a moderate proportion of property views. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.42 and B1.48	VPB7 and VPB29
B1.H52	Residential Property	Property to the south of Mark Causeway and to the south of receptor B1.H53	High	Local	Medium	150m	This property has open rear views west along Mark Causeway and across farmland including Ashtrees Farm south of Mark Causeway, and southwest across generally open farmland. Views west include the F Route visible above intervening mature trees, running northeast southwest over Mark Causeway. This property has side upper storey balcony views south and southwest across Mark Moor. Views northwest are obscured by properties on the opposite side of Mark Causeway.	During construction: Moderate adverse In the short-term ground level and at-height construction activity at proposed pylon working areas and construction traffic along the temporary haul road would be introduced into rear views west across farmland south of Mark Causeway. Scaffolding, bellmouths and associated hedgerow removal adjacent to Mark Causeway would be visible for a short period of time. (Hedgerow would be replanted in-situ following construction works). A number of mature garden trees within the curtilage of Ashtrees Farm would be permanently removed to accommodate the proposed 400kV overhead line passing over this property, (proposed to be demolished except for an outbuilding). At-height works to dismantle the F Route would be barely perceptible in views west above intervening mature trees. At-height works to construct the proposed 400kV overhead line may be perceptible in oblique views northwest, between and above properties and garden trees north of Mark Causeway. The magnitude of visual effect would be moderate adverse as construction works would be seen in close proximity with a large proportion of property views affected for the short-term. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into direct views west and oblique views southwest closer in the view than the F Route, which would be removed from a very small proportion of the view. Side views south would extend along the proposed 400kV overhead line running southwest across Mark Moor. The proposed 400kV overhead line may be perceptible in the oblique view northwest between and above properties on Mark Causeway. The magnitude of effect would be moderate adverse due to the introduction of prominent elements into the view closer than the F Route, affecting a moderate proportion of property views. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.42 and B1.48	VPB7 and VPB29
B1.H53	Residential Property	Properties north of Mark Causeway to the east of Court Farm	High and Medium	Local	Medium	130m	These properties have similar views to those described for receptor B1.H51 Court Farm; however front elevation views southwest towards the F Route and the route of the proposed 400kV overhead line are more oblique and distant, and garden trees provide some filtering in front southerly views. Court Villa also has an upper storey side view west, with lower storey views partially screened by garden trees and shrubs.	During construction: Moderate adverse In the short-term ground level and at-height construction activity at proposed pylon working areas and construction traffic along the temporary haul roads would be introduced into open front oblique views, and rear views beyond the property gardens and farm buildings at Court Farm, (and side views beyond Court Farm from Court Villa). Scaffolding over Mark Causeway would likely be visible in the limited property views west for a short period of time. A number of mature garden trees within the curtilage of the property south of Mark Causeway would be permanently removed to accommodate the proposed 400kV overhead line passing over this property, (proposed to be demolished except for an outbuilding). Ground level and at-height works to dismantle the F Route would be perceptible in rear views and at-height works barely perceptible in front oblique views above intervening mature trees. The magnitude of visual effect would be moderate adverse as construction works would be seen in a large proportion of property views overall for a short period of time. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into front open views southwest and south, and southerly views would extend along this new overhead line as it runs southeast across Mark Moor. The proposed 400kV overhead line would be introduced into rear upper storey views (partly obscured by farm buildings at the rear of Court Farm) closer in the view than the F Route removed and seen running north and northeast into the distance, partly backgrounded by Brent Knoll and the distant Mendip Hills. The magnitude of effect would be moderate adverse due to the introduction of prominent elements into the view closer than the F Route, affecting a moderate proportion of property views overall. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.42 and B1.48	VPB7 and VPB29
B1.H54	Residential Property	Two detached properties on the north side of Mark Causeway	High and Medium	Local	Medium	185m	There are front views south over Mark Causeway. The F Route would not be perceptible in the oblique view southwest due to the orientation of the property views ad due to distance and intervening hedgerow and tree filtering. There is an upper storey view of the F Route in the distance to the north, also comprising Brent Knoll and the Mendip Hills in the distance. To the south the ZG Route is perceptible.	During construction: Low adverse In the short-term at height construction activity including cranes associated with the removal of the F Route and construction of the proposed 400kV overhead line would be perceptible above mature vegetation. During operation: Low adverse The F Route would be removed from long distance views north. The proposed 400kV overhead line would be introduced into the front oblique view southwest, and into the rear view glimpsed through garden vegetation and field boundaries filtering the view. The proposed 400kV overhead line would be visible but affecting a small proportion of property views overall. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H55	Residential Property	Semi-detached properties on the south side of Mark Causeway	High and Medium	Local	Medium	330m	Properties have front views north, and rear views south. The majority of property views southwest towards the F Route are screened by mature garden trees and by mature field boundary hedgerow and trees. The F Route is screened in northerly views by intervening mature trees and hedgerow along field boundaries to the north of Mark Causeway. The most western property of this group of properties has side westerly views although partly obscured by mature trees and the property south of Mark Causeway. The F Route is anticipated to be glimpsed above intervening screening in limited views west and in views southwest. Where filtered views from other properties extend southwest through and between intervening tree cover the F Route would be distant in the view and partly screened by intervening field boundary hedgerow.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would affect a low proportion of the view west and southwest (where possible) for a short period of time. Given the distance, and the proportion of the views affected for a short period of time the magnitude of effect in property views would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into views west and southwest closer in the view than the F Route removed, with the upper parts of the taller T-pylons visible over intervening filtering and screening. In limited views southwest the proposed 400kV overhead line is expected to be visible running south and southwest. The end property with side westerly view would include the proposed 400kV overhead line passing over and running south of Mark Causeway partially visible above intervening screening. Due to a small proportion of the view being affected, which generally includes a high degree of filtering and screening, the magnitude of effect in property views would be low adverse overall. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H56	Residential Property	Properties on the south side of Mark Causeway between PRoW AX23/6 and Yarrow Road	High and Medium	Local	Medium	440m	In the majority of oblique rear views southwest the F Route would be glimpsed or not perceptible due to intervening mature trees, orchard trees and hedgerow. Lower storey views typically are screened by intervening vegetation. Northerly views are obscured by mature trees and hedgerow and built form north of Mark Causeway.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line (and to a lesser extend the removal of the F Route) would be perceptible for a short period of time in a low proportion of the some property views. Given the distance and proportion of the view affected the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into views southwest from some properties, seen running south and southwest closer in the view than the F Route removed. The taller T-pylon would be more perceptible in views southwest, which include a high degree of filtering and screening by intervening trees and hedgerow. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	B1.43	N/A
B1.H57	Residential Property	Properties on the north side of Mark Causeway between PRoW AX23/4 and Vole Road	High and Medium	Local	Medium	440m	Rear northerly views are varied including open, filtered and screened views. The majority of views are filtered or screened by foreground garden trees and hedgerow or by intervening field boundary trees and hedgerow. The F Route is anticipated to be just perceptible in some distant views north above filtering and screening by intervening field boundary hedgerow and trees. Southerly views from front elevations are obscured by garden trees and hedgerow and properties and trees on the opposite side of Mark Causeway. The occasional property view southwest is anticipated to extend over Mark Causeway and across flat expansive farmland into the distance.	During construction: Negligible In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route in the more distant view would be barely perceptible for a short period of time in a very low proportion of some property views. Given the distance and proportion of the view affected the magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line supported with T-pylons would be introduced into a very small proportion of some northerly views, on an alignment marginally to the east of the F Route, which would be removed from the view. The taller T-pylon with its solid central column and cross arm would be more perceptible in views; but there would be a high degree of filtering and screening by intervening trees and hedgerow in the majority of views. In the occasional view southwest the proposed 400kV overhead line is anticipated to be barely perceptible in a very small proportion of the distant view across farmland. Overall the magnitude of visual effects in property views would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
B1.H58	Residential Property	Yardwall Cottage, south of Northwick Road	High and Medium	Local	Medium	385m	Property views west are filtered and screened by mature trees and hedgerow in the foreground and along field boundaries. The F Route is seen in part of the oblique view, above intervening field hedgerow and trees.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line, and the removal of the F Route in the more distant view would be perceptible above field boundary hedgerow and trees. Given the distance and low proportion of the view affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced closer in the view than the F Route removed. The new T-pylon would be taller than the 132kV pylon removed but would result in a low alteration to the overall view across farmland. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H59	Residential Property	Cottage on the south side of Mark Causeway (south of Coombes Cider Mill Caravan and Camping Park)	High and Medium	Local	Medium	255m	Property views from all elevations are enclosed by mature garden trees including orchard trees. During winter months there may be heavily filtered views of the F Route to the southwest.	During construction: Negligible In the short-term construction works associated with the removal of the F Route and construction of the proposed 400kV overhead line would be screened by intervening mature trees. Removal of the F Route may be perceptible in limited heavily filtered views in the winter. Given the very low proportion of the property view potentially affected the magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from heavily filtered or screened views. The proposed 400kV overhead line using the T-pylon would not be perceptible due to screening by mature trees to the east and southeast of this cottage. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
B1.H60	Residential Property	Property at Coombes Cider Mill Touring Caravan Park and Storage, Mark Causeway	High and Medium	Local	Medium	200m	Property views west include a 132kV pylon on the F Route, immediately north of Mark Causeway, clearly visible in close proximity views. The side view east (and oblique front views east) is screened by an evergreen hedgerow, and trees along the property boundary. Rear views extend over the caravan park and include the F Route passing over this caravan park including a 132kV pylon north of Harp Road. Front views, including upper storey views, over Mark Causeway are screened by mature hedgerow and trees.	During construction: Low adverse In the short-term, open side property views west would comprise construction works including scaffolding required for the removal of the F Route adjacent to and passing over Mark Causeway, for a short period of time. Views north over Coombes Caravan Park would likely comprise works required for the removal of the F Route passing over the caravan park. Construction of the proposed 400kV overhead line may be perceptible in views northeast beyond the F Route passing over Harp Road. Given the moderate and low proportion of views affected, the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from close proximity views west and across the view northwest and north. The proposed 400kV overhead line would be introduced into a small proportion of the oblique rear view northeast, beyond the F Route removed. Overall the removal of the F Route in close views would result in a low beneficial magnitude of effect. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.51	N/A
B1.H61	Residential Property	Jessamine Farm on Mark Causeway	High and Medium	Local	Medium	370m	Front views south extend over Mark Causeway and across fields along the F Route running southwest into the distance, visible above mature hedgerow and trees. Direct side views include a 132kV pylon on the F Route in close proximity views, although heavily filtered by mature trees in the foreground.	During construction: Low adverse In the short-term construction works to remove the F Route including temporary scaffolding adjacent to Mark Causeway would be visible above intervening mature vegetation and through tree filtering. Typically a low proportion of property views would be affected by works to dismantle the F Route. The magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from property views. The proposed 400kV overhead line would be barely perceptible in the distant view and would not be visible where it would run on a different alignment to the F Route passing over Mark Causeway further to the east. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.54	VPB6
B1.H62	Residential Property	Clover House, and the Old Barn on Mark Causeway	High and Medium	Local	Medium	400m	Front views south from Clover House are partially filtered and screened by roadside tree but extend over Mark Causeway and across fields along the F Route running southwest into the distance visible above mature hedgerow and trees. Front property views from the two storey property at the Old Barn are oblique to the southeast and are anticipated to comprise 132kV conductors on the F Route where it runs northeast and passes over Mark Causeway.	During construction: Low adverse In the short-term construction works to remove the F Route would be visible in the fields to the south and above intervening mature hedgerow and trees. Typically a low proportion of property views would be affected by works to dismantle the F Route. Given the distance and proportion of the view affected the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from property views resulting in a beneficial visual effect. The proposed 400kV overhead line using the T-pylon would be introduced into the distant view comprising a very small proportion of the view and barely perceptible. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.54	VPB6

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Receptor Sensitivity: High or Medium or Low

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H63	Residential Property	Properties on the north side of Mark Causeway east of Mark School	High and Medium	Local	Medium	430m	This receptor comprises a row of properties and a detached property to the west. Front property views towards the F Route are screened by properties and mature trees opposite, on the south side of Mark Causeway. The occasional glimpsed view south is anticipated from upper storey windows. Oblique front property views east along Mark Causeway are channelled by properties on this road. Rear oblique views are anticipated towards the F Route in places over vegetation in adjacent gardens. 132kV conductors are perceptible across some views and the upper part of the F Route perceptible in limited views above filtering by intervening vegetation.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route is anticipated to be barely perceptible between properties to the south and along Mark Causeway and above intervening mature vegetation. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from a very small proportion of the property view where visible. The proposed 400kV overhead line using the T-pylon would run on a different alignment to the F Route passing over Mark Causeway further to the east and not visible in views due to property orientation and intervening screening by mature trees and built form. The Proposed Development would result in a very low alteration to the existing view, affecting a very small proportion of the view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	B1.55	N/A
B1.H64	Residential Property	Properties on the south side of Mark Causeway	High and Medium	Local	Medium	465m	Rear property views south are varied including open views across fields, and views filtered (heavily filtered and screened in places) by intervening garden and field boundary trees and hedgerow. 132kV conductors are visible across some views and 132kV pylons visible above field hedgerow and trees to the south in adjacent fields.	During construction: Low adverse In the short-term at-height construction activity including cranes associated with the removal of the F Route would be perceptible in open and filtered views. Construction vehicle movements may be perceptible along the temporary construction access route off Mark Causeway and running along the southern boundary of these properties and to the south across an adjacent field. Construction works would affect a low proportion of the view resulting in a low alteration to existing views. The magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from property views resulting in a beneficial visual effect. The proposed 400kV overhead line using the T-pylon would be introduced into the distant view (on a different alignment to the F Route removed) comprising a very small proportion of the view and barely perceptible. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.55	VPB6
B1.H65	Residential Property	Properties on the south side of Mark Causeway, (west of receptor B1.H64)	High and Medium	Local	Medium	570m	Rear lower and upper storey views south are generally open with filtering and screening by garden trees in places. Southerly views extend across generally open farmland with field boundaries defined by mature hedgerow and trees. 132kV pylons on the F Route are visible above mature field boundary vegetation, and conductors extend across the view.	During construction: Low adverse In the short-term at-height works including cranes associated with the removal of the F Route would be perceptible in southerly views. Construction vehicle movements along the temporary access routes may be perceptible above low intervening hedgerow in some property views. Construction works would affect a low proportion of the view resulting in a low alteration to existing views. The magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from property views resulting in a beneficial visual effect. The proposed 400kV overhead line using the T-pylon would be introduced into the distant view (on a different alignment to the F Route removed) barely perceptible in a very small proportion of the view. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.56	N/A
B1.H66	Residential Property	Properties on the north side of Mark Causeway west of Mark School	High and Medium	Local	Medium	560m	Lower and upper storey front views are largely obscured by properties on Mark Causeway. Some property views extend through gaps between housing on the opposite side of Mark Causeway towards flat farmland beyond. The F Route is glimpsed in places, above mature field boundary hedgerow and trees.	During construction: Negligible In the short-term at-height works including cranes associated with the removal of the F Route would be barely perceptible in a very small proportion of glimpsed views between gaps in properties opposite. Overall the magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from glimpsed front property views. The proposed 400kV overhead line using the T-pylon would be introduced on a different alignment to the F Route removed and would be barely perceptible in a very small proportion of the view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	B1.56	N/A
B1.H67	Residential Property	The Poplars, Harp Road, Mark	High	Local	Medium	250m	There are open front views and side oblique views towards the F Route with 132kV pylons in close proximity.	During construction: Low adverse In the short-term construction work associated with the removal of the F Route would be visible in open views and construction of the proposed 400kV overhead line visible above field boundary vegetation. A moderate proportion of the view would be affected for a short period of time during the removal of the F Route. The magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from close proximity views. The proposed 400kV overhead line would be introduced further to the east and southeast to the north of Mark Causeway, partially screened by field boundary hedgerow trees. Due to the removal of the F Route in close proximity views, the magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.53	N/A
B1.H68	Residential Property	Trevenna (new build) to Pophams Saddlery, Harp Road, Mark	High and Medium	Local	Medium	345m	There are rear upper and lower storey open views north towards the F Route (two pylons) in close proximity.	During construction: Low adverse In the short-term at height construction activity including cranes and temporary scaffolding associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be fully visible in direct close proximity views. During operation: Low beneficial In the short and medium-term the F Route would be removed from the close proximity views. The proposed 400kV overhead line would be introduced further to the east/southeast. Pylons for the proposed 400kV overhead line due to distance from receptor are unlikely to appear more prominent within the view and would be partially screened by field boundary trees. The proposed line would follow a similar alignment to the F Route, but further away to the southeast in views. Change is considered to be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	B1.57	N/A
B1.H69	Residential Property	Lilac Farm, Harp Road, Mark Causeway	High	Local	Medium	420m	Front views are across garden above boundary hedgerow and limited to frequent gaps either side of Trenna and Lilac Farm obliquely opposite. Field Trees and F Route visible at gaps between properties but largely screened. Glimpsed view of an F Route pylon clearly visible, screened at base.	During construction: Low adverse In the short-term at height construction activity including cranes and temporary scaffolding associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in the close proximity glimpsed views. During operation: Low adverse In the short and medium-term a proposed 400kV overhead line pylon would be introduced further away from the receptor to the existing line within the glimpsed view. The F Route would then be removed. The pylon would remain filtered at base by the existing field boundary trees. Change is considered to be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.57	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H70	Residential Property	Green Hedges, Harp Road, Mark	High and Medium	Local	Medium	720m	View looking eastwards over mature vegetation and farmland with higher ground beyond. The F Route is visible above mature field boundary vegetation, which filters the 132kV pylons so only the upper most part of two pylons are visible to the northeast.	During construction: Low adverse In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible above mature vegetation in no greater than a low proportion of views. During operation: Low adverse The F Route would be removed from views. In the short and medium-term the proposed 400kV overhead line would be introduced on an alignment to the east and northeast. The taller T-pylons supporting the proposed 400kV overhead line are not anticipated to appear taller in the view, above field boundary hedgerow and trees, due to distance from the receptor compared to the F Route removed from the view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.58	N/A
B1.H71	Residential Property	Greystones Farm, Harp Road, Mark	High and Medium	Local	Medium	855m	View looking eastwards over mature vegetation and farmland with higher ground beyond. The F Route is perceptible above and between mature field boundary hedgerow and trees, which heavily filters pylons except for the upper most part of a few pylons looking northeast.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible over mature vegetation. During operation: Low adverse The F Route would be removed from views. In the short and medium-term the proposed 400kV overhead line would be introduced on an alignment to the east and northeast. The taller T-pylons supporting the proposed 400kV overhead line are not anticipated to appear taller in the view, above field boundary hedgerow and trees, due to distance from the receptor. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	B1.58	N/A
B1.H72	Residential Property	Northwick Farm, Northwick Road	High and Medium	Local	Medium	660m	Property has very oblique rear views northeast towards the F Route in the distance. Side upper storey and front views east are filtered by mature trees along the driveway.	During construction: Negligible In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be barely perceptible in rear views. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced further away in the view beyond the F Route, which would be removed from views. T-pylons supporting the proposed 400kV overhead line would remain filtered by the existing mature roadside trees and barely perceptible in the glimpsed view. The change is considered to be barely perceptible and the magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	N/A	N/A
B1.H73	Residential Property	Rookery Farm and Knoll Cottage, Northwick Road	High and Medium	Local	Medium	370m	There are open views south across Northwick Road and above field trees and hedgerows. The F Route is visible above field trees to the south and east, in oblique views above trees northeast from rear but buildings obscure views north and east in places	During construction: Low adverse In the short-term at height construction activity including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in no greater than a low proportion of the view, visible above mature vegetation. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with the T-pylon would be introduced into views further east and southeast of the F Route, which would be removed from views. Views to the proposed 400kV overhead line would be more oblique. The Proposed Development would result in a low alteration to the existing view which includes filtering and screening. Overall the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	N/A	N/A
B1.H74	Residential Property	Ladymead and Ashdale, Northwick Road	High	Local	Medium	280m	The property at Ashdale is generally enclosed by mature garden trees. Rear property views are filtered, and side views heavily filtered. Outbuildings to the south of Ashdale are anticipated to partially obscure southerly views. From Ladymead front open oblique views are anticipated to extend northeast over intervening hedgerow. The F Route is anticipated to be perceptible in part of the oblique view northeast. Rear views extend southeast across the property garden and farmland beyond, patially obscured by a farm building.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line, and the removal of the F Route closer in the view would be perceptible in a low proportion of property views for a short period of time. Given the distance and low proportions of the view affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into oblique views southeast, visible in the distance above mature hedgerow and field trees and further away in the view than the F Route removed. The proposed 400kV overhead line would affect a small proportion of oblique distant and partially filtered and screened property views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H75	Residential Property	Preachers Cottage on the north side of Northwick Road	High and Medium	Local	Medium	160m	This property has front open southerly views across flat farmland beyond Northwick Road. The F Route is visible across the view; however mature field boundary hedgerow and trees shorten views along the the F Route further south. Upper storey side views east are heavily filtered by mature garden trees. A glimpsed view is anticipated towards the F Route north of Northwick Road.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in views southeast and south. Ground level construction activity associated with the removal of the F Route may be perceptible above intervening hedgerow in a low proportion of the view for a short period of time. Given the distance and generally low proportions of the view affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into the more distant view southeast and south (beyond the F Route removed) visible above mature hedgerow. Views along the proposed 400kV overhead line further south would be shortened by intervening mature hedgerow and trees. The heavily filtered easterly view may include a glimpsed view of the new T-pylon proposed north of Northwick Road. Overall the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.59a	N/A
B1.H76	Residential Property	Property on the south side of Northwick Road	High and Medium	Local	Medium	25m	Open southerly views extend along the F Route running southwest northeast and include a 132kV pylon on the F Route in close proximity oblique views southeast. This property also has side easterly views, including the 132kV pylon on the F Route in close proximity in the upper storey side view. Side views include screening by mature trees along Northwick Road. Rear oblique views northeast towards the F Route include screening by field boundary hedgerow and mature trees, which are anticipated to largely screen the F Route in the rear views.	During construction: Moderate adverse In the short-term works associated with the removal of the F Route would be visible in close proximity views southeast and in views east and south. Construction of the proposed 400kV overhead line would also be visible in the more distant and oblique view southeast and south. Construction of the proposed 400kV overhead line including cranes and temporary scaffolding adjacent to Northwick Road would be seen in views east and northeast above roadside hedgerow and trees. Some tree removal works adjacent to Northwick Road would be perceptible. Given the close proximity of some construction works and the large proportion of the view affected by these temporary works, the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into more distant oblique views southeast and south. A 132kV pylon would be removed from close views southeast, replaced with a new T-pylon north of Northwick Road introduced into views northeast, partially screened by roadside and field boundary hedgerow and trees. Tree loss south of Northwick Road would be perceptible in easterly views. Views northeast would extend along the proposed 400kV overhead line including the taller T-pylon. The Proposed Development would result in a partial alteration to the existing view. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.59a and B1.59b	N/A

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H77	Residential Property	Property on Northwick Road	High and Medium	Local	Medium	55m	Open front southerly views and rear views north with some filtering and screening by roadside and or field boundary hedgerow and trees. Westerly views from lower storey side windows and from the conservatory (belonging to the most western property), include a 132kV pylon in close views northwest. Views southwest include the F Route, running northeast southwest across flat farmland, filtered in some side views by garden boundary trees, and seen across flat farmland above hedgerow and trees. Farm buildings and properties adjacent to Mark Causeway are visible in southerly view. In northerly views, the F Route is partially screened by intervening mature hedgerow and trees.	During construction: Moderate adverse In the short-term construction works associated with the proposed 400kV overhead line and the removal of the F Route would be visible in close proximity above field boundary hedgerow and trees. Ground level construction works would be visible through gaps in hedgerows and where the F Route is clearly visible. Construction of the proposed 400kV overhead line including cranes, working areas, bellmouths to the west on Northwick Road and temporary scaffolding would be visible in views southwest and north and southwest over and through hedgerow trees. Given the close proximity of construction works in open views southwest, and the large proportion of the view affected by temporary works, the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-ptylon would be introduced closer into views southwest and south, compared to the F Route removed. The 132kV pylon clearly visible in views northwest would be removed from the view, replaced with a new T- pylon north of Northwick Road anticipated to be perceptible in a small part of the filtered upper storey view northwest. The Proposed Development would result in a partial alteration to the existing view. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.60	N/A
B1.H78	Residential Property	Cottage (Kimberley) on Northwick Road	High	Local	Medium	315m	Rear property views west are largely screened by mature garden trees. The F Route may be glimpsed in westerly views over and between garden trees and in heavily filtered views during the winter months.	During construction: Low adverse In the short-term at-height works, including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in a low proportion of views. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-ptylon would be introduced closer into limited property views than the F Route removed. The new T-ptylon would be taller than the 132kV pylons on the F Route but would be heavily filtered and glimpsed resulting in a low scale of change from the existing view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.60	N/A
B1.H79	Residential Property	Properties on Northwick Road	High and Medium	Local	Medium	780m	Direct rear view to the northwest over open fields including Brent Knoll. The F Route is visible in the far distance and only in part of the view northwest. The closest pylons are filtered to lower part, with subsequent pylons becoming more filtered with distance. A 132kV pylon on the F Route is seen backgrounded by Brent Knoll, with the remainder of the F Route visible against the sky.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in views northwest in a low proportion of the view for a short period of time. During operation: Low adverse The F Route would be removed from direct views. In the short and medium-term the proposed 400kV overhead line would be introduced into views on a similar alignment to the F Route but closer in views than the F Route, which would be removed from views. Due to taller height of the T-ptylon, the proposed 400kV overhead line would be more perceptible above intervening hedgerow and trees, and potentially backgrounding by Brent Knoll. The Proposed Development would result in a low alteration to the existing view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H80	Residential Property	Properties on the edge of Mark Causeway on Vole Road	High and Medium	Local	Medium	930m	Westerly views are shortened by properties opposite. The F Route is not visible due to distance and screening by intervening properties.	During construction: Negligible In the short-term at-height works to construct the proposed 400kV overhead line and remove the F Route would be barely perceptible or not visible in westerly views. During operation: Negligible In the short and medium-term the proposed 400kV overhead line using the T-ptylon would be barely perceptible between intervening properties or not visible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
B1.H81	Residential Property	Wellfield Cottage and Farm, Vole Road	High and Medium	Local	Medium	280m	Properties have open front westerly views across flat generally open farmland. Views include the F Route clearly visible running across the view partly filtered and screened by intervening field boundary hedgerow and trees. Brent Knoll provides backgrounding to part of the F Route in some views. Property views north towards the F Route are obscured by garden and roadside trees and hedgerow	During construction: Low adverse In the short-term construction activity including cranes and pylon erection and dismantling associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible across the view in open westerly views and in limited filtered views northwest. Given the distance and proportion of views affected for a short period of time the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-ptylon would be introduced into westerly views on a similar alignment to the F Route removed, although slightly closer in the view, affecting a moderate proportion of the view. The T-ptylon would be taller than the 132kV pylons removed and would be more visible above field hedgerow and trees resulting a partial alteration to the existing view. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.61	N/A
B1.H82	Residential Property	Wellfield House, Vole Road	Medium	Local	Medium	300m	This property has upper storey open views north across flat generally open farmland beyond the road adjacent. The F Route runs across part of the view northwest and is partly screened in places by field boundary hedgerow and trees. Roadside trees in the foreground heavily filter part of the northerly view from this property. There are limited glimpsed views south and west due to screening by tall garden conifers, outbuildings and roadside hedgerow along Vole Road.	During construction: Low adverse In the short-term views north would include at-height works including cranes temporarily visible above field hedgerow and trees and associated with the construction of the proposed 400kV overhead line and the removal of the F Route. Glimpsed views west would include works to erect the proposed 400kV overhead line and to remove the F Route. Given the distance and proportion of views affected for a short period of time the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route would be removed from views northwest (and views west where visible), and the proposed 400kV overhead line would be introduced on a similar alignment to the F Route; although closer in the view than the F Route. The proposed 400kV overhead line using the taller T-ptylon would extend across a moderate proportion of the northerly view and would result in a partial alteration to the existing view. There would be some screening by intervening hedgerow and trees. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.62	N/A
B1.H83	Residential Property	Vole House, Vole Road	High and Medium	Local	Medium	150m	Side upper storey window has open direct views east towards the F Route including a 132kV pylon close in the view adjacent to Vole Road. Rear views south are partially filtered by garden trees. Some open views between trees towards and along the F Route from rear upper storey windows. There are oblique filtered views northeast from front lower storey windows towards the F Route. Heavily filtered views northeast along the F Route above buildings extending into the distance to the north.	During construction: Moderate adverse In the short-term scaffolding adjacent to Vole Road and works associated with the removal of the F Route would be visible in property views. Open views east, and filtered views northeast and south would include construction traffic (along the construction access to the north of this property leading to the F Route and along the temporary haul road for the proposed 400kV overhead line); activity at pylon working areas including at equal-potential zones for the angle pylon to the east; and cranes erecting pylons for the new 400kV overhead line proposed further away in the view. Given the close proximity of construction works and the large proportion of the views affected for a short period of time, the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route would be removed from close easterly and southerly views, and the proposed 400kV overhead line using the T-ptylon would be introduced further away in the view, across a similar extent of the view. The proposed 400kV overhead line would result in a partial alteration to existing views. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.64 and B1.66	VPB10

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Receptor Sensitivity: High or Medium or Low

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Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

[illegible]

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H92	Residential Property	Meadowcroft, Kingsway	High	Local	Medium	590m	Rear views from this single storey property are filtered by trees along the western and southern garden boundaries and are screened by trees along the northern garden boundary. Filtered westerly views would extend across flat generally open farmland with hedgerow field boundaries with trees. The F Route is visible above field boundary vegetation.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in the distance above field boundary hedgerow and trees. Given the distance of proposed construction works in views and the proportion of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on a similar alignment to the F Route removed, although slightly closer in property views extending across flat farmland. The new T-pylons would be taller and generally more visible across a moderate proportion of the filtered view. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
B1.H93	Residential Property	Plaish Farm, Kingsway	Medium	Local	Medium	570m	Upper storey side view looking west heavily filtered by tall roadside trees in foreground views. Views through filtering would include open fields divided by field boundary vegetation and would include Brent Knoll. Rear lower and upper storey views are oblique to the northwest. The F Route is anticipated to be perceptible in limited views northwest between a gap in trees along Kingsway, seen in the distance above field boundary hedgerow and trees. Rear views north are obscured by farm buildings. Front property oblique views southwest are heavily filtered and screened by garden trees and mature trees along Kingsway.	During construction: Low adverse In the short-term at-height works including cranes, associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible through heavily filtering and through gaps between roadside trees. Given the distance of proposed construction works in views and the proportion of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on a similar alignment to the F Route removed, although slightly closer in property views. The new T-pylons would be taller but seen in small proportion of views available to the west and northwest. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H94	Residential Property	Lower Plaish Farm, Kingsway	High and Medium	Local	Medium	545m	Side lower and upper storey westerly views are open across flat farmland divided by hedgerow and trees, with Brent Knoll beyond. The F Route is visible against the sky seen extending across westerly views with low level screening by intervening field boundary hedgerow and trees. Brent Knoll would provide some backgrounding. Rear lower and upper storey views are oblique along the F Route in the distance beyond flat farmland. Front garden hedgerow and trees largely filter front oblique views southwest.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible across a moderate proportion of westerly views and a low proportion of rear oblique views. Given the distance of proposed construction works in views and the proportion of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on a similar alignment to the F Route removed, although slightly closer in property views extending across flat farmland. The new T-pylons would be taller and generally more visible across a moderate proportion of the westerly view. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.72	N/A
B1.H95	Residential Property	New Homestead Farm, Kingsway	High and Medium	Local	Medium	570m	There are two properties at New Homestead Farm. The southern property on Kingsway has oblique filtered front views southwest, and an upper storey side filtered view looking west across flat fields divided by hedgerow with trees. The F Route extends across the view visible against the sky. Field boundary hedgerow and trees provide low level screening of 132kV pylons and restricts more distant views along the F Route. Brent Knoll is visible in westerly views from both properties. From the second property further north on Kingsway there are oblique lower and upper storey front property views southwest. This property has a side upper storey view southwest partially filtered and screened by roadside and field boundary hedgerow and trees. Views southwest extend across flat farmland and include the F Route across the view partially filtered and screened by intervening hedgerow and trees. Rear views north extend along Kingsway towards Crook Peak in the far distance, whilst views northwest towards the F Route are screened by mature hedgerow and trees along part of Kingsway.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible above and between intervening hedgerow and trees. Ground level construction activity and vehicle movements would be perceptible in places where intervening hedgerow is low. Given the distance of proposed construction works in views and the proportion of the views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along a similar alignment to the F Route proposed to be removed, and across a similar extent of the view than the F Route. The proposed 400kV overhead line would be slightly closer in property views, and new T-pylons would be taller and more visible above intervening field boundary hedgerows and trees. The proposed 400kV overhead line would result in a partial alteration to the existing views southwest and west. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.73	N/A
B1.H96	Residential Property	Paddons, Kingsway	High and Medium	Local	Medium	600m	Oblique front upper storey views to the southwest and oblique rear views to the northwest from 2 storey dwelling with single storey extension to the east. Upper storey front view southwest and rear view northwest extend over generally open fields with the F Route visible across the view. Garden trees filter part of the rear view, and field boundary vegetation filters and screens the lower elevations of the 132kV pylons on the F Route. Front oblique views extend towards Brent Knoll and rear views include the Mendip Hills in the distance, including Crook Peak, above intervening hedgerow and trees.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in property views. Ground level construction activity and vehicle movements would be perceptible in places above low field boundary hedgerow. Given the distance of proposed construction works in views and the proportion of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along a similar alignment to the F Route removed from the view. The new T-pylons would be taller above intervening hedgerow and trees and the proposed 400kV overhead line would result in a partial alteration to the view. Overall the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
B1.H97	Residential Property	Rose Farm and Slade Farm, Kingsway	High and Medium	Local	Medium	605m	This receptor includes two properties on the west side of Kingsway with westerly views. There are lower and upper storey views southwest, west and northwest across flat farmland divided by field hedgerow and trees. Side and rear views from Rose Farm are obscured in places by garden trees to the north and west, and front views are partly obscured by farm buildings to the south. The F Route is visible running north south across the view, with low level screening of 132kV pylons by intervening mature hedgerow and trees.	During construction: Low adverse In the short-term at-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible above mature hedgerows and trees. Ground level construction activity and vehicle movements would be perceptible in places above low field boundary hedgerow. Given the distance and the moderate and low proportion of the views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along a similar alignment to the F Route removed from the view. The new T-pylons would be taller above intervening hedgerow and trees and would be visible against the sky. The proposed 400kV overhead line would result in a partial alteration to the existing view. Overall the magnitude of effect in property views would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
B1.H98	Residential Property	Properties on the northern end of Kingsway, including Flanders and Haven Farm	High and Medium	Local	Medium	665m	Westerly views from these properties towards the F Route are predominantly screened by mature hedgerow and trees along the west side of Kingsway. Front upper storey oblique views from the most southern property of the two may extend southwest through a gap in roadside vegetation towards the upper part of the F Route in the distant view, which would also comprise the upper part of Brent Knoll.	During construction: Negligible In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be barely perceptible in limited property views between roadside vegetation. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on a similar alignment to the F Route removed barely perceptible in limited views. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H99	Residential Property	Properties on the west side of Kingsway near the junction with the A38 Bristol Road, Tarnock (includes two storey property and bungalows)	High and Medium	Local	Medium	525m	There are rear views west from properties towards the F Route; however views are partially screened by mature garden trees and trees along the garden and intervening field boundaries. The F Route immediately north of the A38 Bristol Road is glimpsed in property views.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route immediately north of the A38 Bristol Road would be perceptible in a low proportion of the some property views for a short period of time. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along a similar alignment to the F Route removed from where it passes over the A38. The new T-pylons would be perceptible in a small proportion of the view which includes filtering and screening by intervening mature trees. The proposed 400kV overhead line would result in a low alteration to the existing view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.91	VPB21
B1.H100	Residential Property	Property at Tarnock on the east side of Kingsway	High and Medium	Local	Medium	580m	There is an assumed upper storey view west over bungalows on Kingsway Road and mature garden vegetation, with the F Route perceptible within the view; however barely noticeable due to the extent of filtering, with only the higher elevation of the pylons visible in glimpsed views and viewed against the sky.	During construction: Low adverse In the short-term at height construction activity associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be perceptible in no greater than a low proportion of views. The magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the taller T-pylons supporting the proposed 400kV overhead line would be perceptible seen across a similar extent of the view as the F Route, which would be removed from views. The Proposed Development would result in no greater than a low alteration to the existing view, which includes filtering and screening. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H101	Residential Property	Development plot with caravan south side of A38 Bristol Road, Tarnock (caravan but presumed future 2 storey detached property)	High and Medium	Local	Medium	670m	Oblique views northwest, west and southwest towards the distant F Route obscured by properties (north and south of the A38 Bristol Road) and by mature intervening hedgerow and trees.	During construction: Negligible In the short-term at-height construction activity including cranes associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be barely perceptible resulting in a very low alteration to the existing view. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment to the F Route removed resulting in a very low alteration to property views. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.92 and B1.93	N/A
B1.H102	Residential Property	New Moon Inn at Biddisham Bridge	High and Medium	Local	Medium	950m	There are direct front lower and upper storey views west over open pasture towards Rooks Bridge. The F Route is visible across part of the view to the northwest (it is screened partly in the view by built form and trees at Rooks Bridge and or along the A38). Two 132kV pylons are screened at the lower parts and with no background. There is an existing low voltage line in the foreground crossing the full extent of the views. There are long oblique distant views southwest.	During construction: Negligible In the short-term at height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be barely perceptible from upper and lower storey front views and would be heavily filtered by the built form and trees. Ground level activity would be screened by intervening field boundary vegetation restricting visibility to at-height works only. No view of construction compound to the north of Rooks Bridge due to intervening mature field boundary hedgerow. During operation: Negligible In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on a similar alignment and extent of the view than the F Route, which would be removed from views. In oblique filtered views from upper storey the proposed 400kV overhead line would replace the F Route and would be barely perceptible above properties and between trees. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.92 and B1.93	N/A
B1.H103	Residential Property	Properties north of the A38 Bristol Road at Tarnock including Little Court on a private road	High and Medium	Local	Medium	435m	Little Court' has open views west and north across farmland with mature hedgerow field boundaries. The F Route running north south is visible above mature hedgerow in views, visible against the sky in places with backgrounding by the Mendip Hills to the north. Views west from properties east of the private road are screened by mature hedgerow and trees along this road. Rear views north from these properties are screened by mature garden trees in places but rear views north are possible across farmland, towards the Mendip Hills. The upper part of the F Route is perceptible in rear distant views with backgrounding by the Mendip Hills.	During construction: Low adverse In the short-term views from 'Little Court' would include the temporary construction haul road running across the adjacent field north of the A38 Bristol Road. Construction traffic on the temporary haul road, accessing the construction compounds proposed to the west of Fletchers Lane, would be visible for a short period of time. Construction activity and equipment at proposed compounds would be predominantly screened in views by mature hedgerow along Fletchers Lane. At-height works including cranes associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible above intervening hedgerow. A low proportion of the view from 'Little Court' would be affected by proposed construction works for the short-term. Rear views from properties east of the private road would likely include at-height works to dismantle the F Route in the distance visible above intervening field boundary hedgerow. Construction works for the proposed 400kV overhead line are anticipated to be perceptible in a very small proportion of rear views where these extend to the northwest. The magnitude of effect on property views would be low adverse overall. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on an alignment to the west of the F Route removed. The taller height of the T-pylon would be less apparent where the proposed 400kV overhead line deviates further west from the alignment of the F Route. Mature field boundary hedgerow and trees would screen the lower elevations of the proposed T-pylons, and the proposed 400kV overhead line would be backgrounded by the Mendip Hills further north. The upper part of the T-pylon would be visible against the sky in places. The proposed 400kV overhead line would introduce linear development with supports at regular intervals into views that include the F Route and which would result in a low alteration to the existing view. The magnitude of effect in property views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.91	VPB21

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
High	National	High
High	Regional	Medium
High	Local	Low
Medium	National	Medium
Medium	Regional	Low
Medium	Local	Low
Low	National	Low
Low	Regional	Low
Low	Local	Low

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

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APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H109	Residential Property	The Willows and Little Willows on Chapel Road, Rooks Bridge	High and Medium	Local	Medium	95m	From The Willows (a two storey property) there are open front elevation views east towards the A38 Bristol Road with the F Route passing over the road. Views are direct towards the pylon adjacent to Tarnock Garage on the south side of the road. There are side views and garden views north across open fields towards Crook Peak and the Mendip Hills with the F Route visible above trees and hedgerow in the distance towards Loxton Gap. From Little Willows (a bungalow) front views are largely screened by 'The Willows'. There are oblique views to the F Route passing over Bristol Road to the east. This property has similar side and oblique front views north as The Willows, with open views north across fields towards Crook Peak and Mendip Hills and along the F Route towards Loxton Gap. A pylon beyond Willow Farm is visible above field boundary trees.	During construction: Moderate adverse In the short-term at-height works and temporary scaffolding over Bristol Road associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible for a short period of time in close proximity views but would be heavily filtered by garden trees to the east. The temporary construction compound to the north would largely be screened by intervening mature field boundary hedgerows including along the boundaries of the field within which the construction compounds would be located. To the western boundary temporary screen fencing would provide additional screening in places above hedgerows in places. Construction activity at the site of the proposed South of Mendip Hills CSE compound and at the adjacent temporary compound is anticipated to be perceptible in part of the distant view north (beyond works along the proposed 400kV overhead line), partially screened by intervening field boundary hedgerow and trees. Construction operations would be seen in a large proportion of some views affected for the short-term. The magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route would be removed and the proposed 400kV overhead line would be visible on a similar alignment passing over the A38 Bristol Road and visible north to the west of the F Route marginally closer in the view. Long views north would include the proposed 400kV overhead line supported with T-pylons above field hedgerow trees. A pylon on the F Route would be removed from direct front views near the garage and the T-pylon on the proposed 400kV overhead line would be further south. The greater height and solid central column and cross arm of the T-pylons would be visible and the proposed 400kV overhead line would be visible looking north towards the Mendip Hills in the distance. The South of Mendip Hills CSE compound would be partially screened by intervening field boundary hedgerow and trees with the upper part of sealing ends and gantries perceptible above in the distant view north. The proposed 400kV overhead line would result in a partial alteration to the existing view and a moderate proportion of some views would be affected. The magnitude of effect on views would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Moderate adverse	Moderate adverse	Moderate adverse	B1.85 and B1.86	VPB22
B1.H110	Residential Property	Acacia Farm, south of the A38 Bristol Road	High and Medium	Local	Medium	105m	Side views are heavily filtered by mature garden trees and shrubs. There is an assumed rear view of the F Route running north to south in the view.	During construction: Low adverse In the short-term at-height works (including scaffolding over the A38 Bristol Road) associated with the construction of proposed 400kV overhead line and removal of the F Route passing over and running south of the A38 would be perceptible in filtered views. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from filtered views, replaced with the proposed 400kV overhead line using the taller T-pylon on a similar alignment, but including a T-pylon further south of the A38 Bristol Road. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.86	N/A
B1.H111	Residential Property	Properties between Chapel Road and the A38 Bristol Road, Rooks bridge	High and Medium	Local	Medium	165m	Open oblique front views from properties on Chapel Road. Rear views are screened by garden and roadside vegetation. Gable end lower storey views are screened.	During construction: Low adverse In the short-term at-height construction activity (including cranes and temporary scaffolding adjacent to Bristol Road) associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be visible in a low proportion of oblique front elevation views northeast. During operation: Low adverse In the short and medium-term the F Route would be removed from views, and the proposed 400kV overhead line would be introduced along a similar alignment, partially filtered in views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.85	VPB22
B1.H112	Residential Property	Bungalow north of Chapel Road, Rooks Bridge	High	Local	Medium	300m	Side views east (and oblique front views east) over garden fence and hedgerow. Open views across fields towards the F Route visible above field boundary trees and hedgerow and above farm buildings at Willow Farm, running north into the distance backgrounded by the Mendip Hills.	During construction: Low adverse In the short-term construction activity (including cranes) associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be partially visible in easterly views. Construction activity at the A38 Bristol Road (OHL) compound may be glimpsed in a small part of oblique views northeast above intervening hedgerow and trees, and above temporary mitigation fencing around this compound. Given the distance and proportion of the view affected for a short period of time the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be visible (above field hedgerow, trees and farm buildings) on a similar alignment as the F Route removed, passing over the A38 Bristol Road and running north with backgrounding by the Mendip Hills. The proposed 400kV overhead line would result in a partial alteration to the existing view with some screening and backgrounding. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.85	VPB22
B1.H113a	Residential Property	Properties on Chapel Road, Rooks Bridge	High and Medium	Local	Medium	295m	Assumed oblique rear view of the F Route running north to south across the view within relatively close proximity to receptor. Side views remain heavily filtered by mature garden vegetation.	During construction: Low adverse In the short-term at height construction activity associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be visible over the mature vegetation in the close oblique view. Construction activity and movement at the A38 Bristol Road OHL compound would largely screened in oblique views northeast by intervening mature hedgerow and trees and by temporary screening proposed around the perimeter of this construction compound. The magnitude of effect would be low adverse due to low proportions of the view being affected by construction works for a short period of time. During operation: Low adverse In the short and medium-term the F Route would be removed from the oblique rear view. The proposed 400kV overhead line would be introduced along a similar alignment. The pylons of the new line would be more visible over field boundary and mature garden vegetation in the glimpsed views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.85	VPB22
B1.H113b	Residential property (converted Church)	Converted Chapel on Chapel Road, Rooks Bridge	Medium	Local	Medium	290m	There are upper storey side views east filtered by foreground hedgerow and trees, across fields towards the F Route passing over Rooks Bridge, perceptible above Willow Farm and farm buildings. The F Route is perceptible in some views northeast backgrounded by the Mendip Hills.	During construction: Low adverse In the short-term construction activity associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be visible above property and farm buildings north of the A38 Bristol Road, and above intervening mature field boundary hedgerow and trees. Construction activity and movement at the A38 Bristol Road OHL compound would largely screened in oblique views northeast by intervening mature hedgerow and trees and by temporary screening proposed around the perimeter of this construction compound. The magnitude of effect would be low adverse due to low proportions of the view being affected by construction works for a short period of time. During operation: Low adverse In the short and medium-term the F Route would be removed and the proposed 400kV overhead line would be introduced on same alignment visible crossing Bristol Road. The T pylons would be more visible above tree and buildings in oblique views northeast. The change is low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.85	VPB22

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Receptor Sensitivity: High or Medium or Low

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H114	Residential Property	Properties at Rooks Bridge, south of the A38 Bristol Road	High and Medium	Local	Medium	290m	From this group of properties there is a direct front view and oblique front northeast views down The Chantry (road), with glimpses of the F Route, including conductors visible in gaps between properties. Built form generally screens the F Route in views. There is a rear view from 'Broadacres' and a very similar front view from properties 16-19 on The Chantry (road), which include glimpses of the conductors between pylons on the F Route. Properties in the cul-de-sac have rear views towards the F Route. However views of the F Route are limited to the conductors visible in gaps in mature garden and adjacent field boundary vegetation. The top of 132kV pylons are anticipated to be visible in upper storey view. From properties on Old Mead Lane there are limited rear views east towards the F Route. Conductors are perceptible in the gaps in garden and field boundary vegetation.	During construction: Low adverse In the short-term at-height working including cranes associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be visible in generally low proportions of the view where not obscured by intervening properties. Given the distance and proportions of views affected the magnitude of effect would be low adverse During operation: Low adverse In the short and medium-term the F Route would be removed from direct views. The proposed 400kV overhead line would be introduced along a similar alignment. The pylons of the proposed line would be more visible, however they would only be seen when looking directly east along Bristol Road and over rear garden vegetation. The proposed pylons would be more visible in the direct views due to the proximity of the properties to the proposed alignment. Filtering would still be provided to the lower elevation of the pylons, with only the very tops becoming visible. The pylons are however are unlikely to be more visible through heavy filtering. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H115	Residential Property	Properties on Pill Road, Rooks Bridge	High and Medium	Local	Medium	585m	Front views looking directly east and obliquely southeast towards fields and through mature field boundary vegetation. The F Route crosses the view, above field boundary vegetation which filters the lower elevation of the pylons. The upper parts of pylons are mainly visible in short sections where there are gaps in the trees of the field boundary hedgerows.	During construction: Negligible In the short-term at-height works, including cranes would be barely perceptible during the construction of the proposed 400kV overhead line and removal of the F Route over field boundary vegetation. During operation: Negligible In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along a similar alignment to the F Route removed. The proposed pylons would be more visible due to their increased height, but they are glimpsed and barely perceptible in views. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	N/A	N/A
B1.H116	Residential Property	Property on Gills Lane	High and Medium	Local	Medium	535m	Views of the F Route are largely screened by roadside trees, intervening built form and field boundary hedgerows and trees. Views are restricted to an occasional glimpse of the tops of 132kV pylons depending on season and there may be no views in the Summer.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route and the construction of the proposed 400kV overhead line would be barely perceptible due to intervening vegetation and built form. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment to the F Route removed. The proposed 400kV overhead line would be barely perceptible with visibility limited to occasional glimpses of the tops of T-pylon, where perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	N/A	N/A
B1.H117	Residential Property	Properties on the north side on Gills Lane	High and Medium	Local	Medium	405m	There are front views southeast towards the F Route visible in the distance through gaps in garden and field boundary vegetation. Pylons are visible above intervening filtering and the upper most parts are backgrounded by landform.	During construction: Low adverse In the short-term at-height works including cranes would be visible during the construction of the proposed 400kV overhead line and during removal of the F Route. Given the distance and low proportion of the view affected, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from the view. The proposed 400kV overhead line would be introduced along a similar alignment. The pylons would be glimpsed to the east over field boundary vegetation and farm buildings. Distant views of the proposed 400kV overhead line running away from the receptor would be filtered by field boundary vegetation. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H118a	Residential Property	Two detached properties at The Elms Farm, on the north side on Gills Lane	High and Medium	Local	Medium	320m	Lower and upper storey property views are direct and oblique. Easterly views include the F Route extending across the view visible above field boundary hedgerow and trees and above farm buildings in side and rear upper storey views from the eastern property. Views southeast and northeast include part of the F Route, visible in gaps and above garden and field boundary vegetation. The F Route is partially backgrounded by the distant Mendip Hills in some views.	During construction: Low adverse In the short-term ground level and at-height works including scaffolding associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be temporarily visible above field boundary vegetation and farm buildings. Given the distance and moderate and low proportion of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line supported with T-pylons would be introduced into views on a similar alignment to the F Route, which would be removed from the view, and across a similar extent of the view. The proposed 400kV overhead line would be more visible above farm buildings or field boundary vegetation due to the taller height and solid central column and cross arm of the T-pylon. The proposed 400kV overhead line would result in a partial alteration to the existing view, which includes some screening that minimises the scale of change. The magnitude of the visual effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	B1.80	N/A
B1.H118b	Residential Property	Properties on the south side of Mead Lane north of The Elms Farm	High and Medium	Local	Medium	295m	Side lower and upper storey views from the eastern property are open across adjacent farmland. The F Route would be perceptible in views southeast above field boundary vegetation. Views east and northeast are restricted by hedgerow and trees along Mead Lane. Rear property views southeast include the F Route visible in gaps in garden and field boundary vegetation. Views northeast are heavily filtered by mature hedgerow and trees along Mead Lane. The taller 132kV pylons where the F Route passes over the A38 Bristol Road are filtered in views northeast.	During construction: Low adverse In the short-term construction works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be temporarily visible in moderate or low proportions of property views, which are open across adjacent farmland or include varying degrees of filtering by foreground and field boundary vegetation. Scaffolding where the F Route and proposed 400kV overhead line pass over a PROW may be perceptible in a low proportion of the property views southeast. Given the distance and proportions of the view affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term, the F Route would be removed from views, replaced with the proposed 400kV overhead line introduced on a similar alignment and across a similar extent of the view than the existing F Route. Proposed T-pylons would be more visible above farm buildings and above field boundary vegetation, due to the taller height and solid central column and cross arm of the T-pylon. Overall the proposed 400kV overhead line would result in a partial alteration to the existing view, which includes some screening that minimises the scale of change. The magnitude of the visual effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
B1.H119	Residential Property	The Acres and Little Orchard on the south side on Gills Lane	High and Medium	Local	Medium	250m	There are rear views southeast towards the F Route, visible through gaps between mature garden vegetation and field boundary vegetation. The pylons are visible in the distance against the sky above filtering and screening. In the oblique front view north the F Route is visible above filtering and screening by field boundary hedgerow and trees and is backgrounded by the Mendip Hills in the distance. Taller pylons are distinguishable where the F Route passes over the A38 Bristol Road.	During construction: Low adverse In the short-term at-height construction activity associated with the construction of the proposed 400kV overhead line and removal of the F Route would be perceptible in filtered views east and southeast. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced on a similar alignment to the F Route removed. Pylons would be more visible in open views north and south over field boundary vegetation and over screening by farm buildings due to proximity of the receptor and the taller height of the T-pylon. The pylons would be viewed largely against the sky, above backgrounding by the Mendip Hills. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.80	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H120	Residential Property	Sunnyside' property on Gill's Lane	High and Medium	Local	Medium	560m	Views from the front elevation are screened by roadside vegetation. Views open from upper storey of front elevation facing east and gable end facing south. The F Route is visible across the fields although heavily filtered by roadside and field boundary trees and hedges.	During construction: Low adverse In the short-term at height construction activity associated with the construction of the proposed 400kV overhead line and removal of the F Route would be perceptible in filtered views east and southeast. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced on a similar alignment to the F Route removed. Pylons may be more visible in filtered views east over field boundary vegetation due to the increased height of the pylons. The tops of the pylons would be viewed against the sky. The base of the pylons would remain screened by field boundary vegetation as existing. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.79	N/A
B1.H121	Residential Property	Properties on the north side of the A38 Bristol Road	High and Medium	Local	Medium	735m	Properties have an oblique front view east looking down the A38 Bristol Road. The view is heavily filtered, with mature field boundary vegetation and garden vegetation on either side of the road, channelling the view down the road. Conductors between F Route pylons are visible as they pass over the road though the pylons remain heavily filtered. In rear oblique upper storey views northeast, the F Route is perceptible over garden and adjacent field boundary vegetation, which is expected to be filtered at the lower elevations of the pylons. The pylons would be viewed backgrounded by the Mendip Hills.	During construction: Low adverse In the short-term at-height works (including cranes) associated with the construction of the proposed 400kV overhead line and removal of the F Route would be perceptible in a low proportion of the view. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on a similar alignment to the F Route removed, perceptible in a small proportion of the view above field boundary and mature garden vegetation. In the oblique rear view, the proposed 400kV overhead line would be backgrounded by the Mendip Hills. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H122	Residential Property	Row of properties north of the A38 Bristol Road near the junction with Mendip Road	High and Medium	Local	Medium	805m	There are views from Farm cottage and the adjacent property which have oblique first floor rear views northeast towards the F Route. Properties have front oblique glimpsed views southeast across the A38 Bristol Road looking over mature field boundary hedgerow and trees and farm buildings and only the very top of the 132kV pylons are visible. In rear oblique views northeast, the F Route is perceptible in glimpsed views across the fields, but remains heavily filtered by field boundary vegetation.	During construction: Low adverse In the short-term at-height construction activity (including cranes) associated with the construction of the proposed 400kV overhead line and removal of the F Route would be perceptible. During operation: Low adverse In the short and medium-term the F Route would be removed from the direct and oblique views. The proposed 400kV overhead line would be introduced along a similar alignment. The views are split into two parts. In rear views, pylons would be barely perceptible in oblique views northeast over the garden vegetation in the immediate vicinity and field boundary vegetation. The magnitude of effect would be negligible. In upper storey views to the front, the proposed 400kV overhead line is expected to be seen over mature boundary vegetation and built form. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.83	N/A
B1.H123	Residential Property	Properties on Mudgley Road	High and Medium	Local	Medium	650m	Side view from Mudgley Wall House and rear view of adjacent property looking east across open fields with mature field boundary vegetation. The F Route crosses the view, above field boundary vegetation which filters the lower elevation of the pylons. The upper parts of pylons are mainly visible in short sections where there are gaps in the trees of the field boundary hedgerows. There is also a timber pole line visible in foreground which adds to the extent of visible overhead cable connections crossing the view.	During construction: Low adverse In the short-term at-height works, including cranes would be visible during the construction of the proposed 400kV overhead line and during the removal of the F Route over field boundary vegetation. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment to the F Route. The F Route would be removed from the direct and oblique views. The new T-pylon would be more visible due to their increased height, but they are glimpsed in views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.82	N/A
B1.H124	Residential Property	Property (Plum Tree Farm) on the west side of Rooksbridge Road	High and Medium	Local	Medium	635m	This property has lower and upper storey views looking southeast over Rooksbridge road between two roadside trees where a 132kV pylon on the F Route is partly visible above intervening field boundary trees. Property views towards the F Route are otherwise filtered and screened by foreground trees and hedgerow and property north of Rooksbridge Road.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in a small part of limited views southeast for a short period of time. Construction activity at the temporary construction compounds north of the A38 Bristol Road would be screened by intervening trees and hedgerow. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with T-pylons would be introduced on a similar alignment to the F Route, which would be removed from limited property views. The proposed 400kV overhead line would result in no greater than a low alteration to the existing view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H125	Residential Property	Property to the east and west of Rooksbridge Road	High and Medium	Local	Medium	745m	There are two properties on the east side of the road. One property has rear lower and upper storey open views southeast, east and northeast with the F Route running across the full extent of the view visible above intervening field hedgerow and trees and backgrounded by the Mendip Hills beyond. The second property may have oblique upper storey views southeast towards the F Route running south north over the A38 Bristol Road just perceptible in the distance. Nut Tree Farm bungalow has open side lower storey views eastwards across farmland with the F Route partly visible above field hedgerow across the view with partial filtering and screening by mature trees on the opposite side of Rooksbridge Road. The F Route is partly backgrounded by the Mendip Hills in the distance.	During construction: Low adverse In the short-term works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in open views. Construction activity at the temporary construction compounds north of the A38 Bristol Road would be partially screened by intervening hedgerow and trees and by temporary screening measures proposed on the perimeter of the A38 Bristol Road (OHL) compound. Vehicle movements and ground level activity is anticipated to be perceptible in some views above lower hedgerow. Given the distance and proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line supported with T-pylons would be introduced on an alignment closer in the view than the F Route, which would be removed and across a similar extent of the view than the F Route. Oblique long distant views northeast would extend along the proposed 400kV overhead line with backgrounding by the Mendip Hills. The South Mendip CSE compound would be identifiable where the proposed 400kV overhead line terminates and the upper part of the gantries may be perceptible above intervening hedgerow. The proposed 400kV overhead line would extend across a moderate proportion of the view and would result in a partial alteration to the view which includes screening and backgrounding which would minimise the scale of change. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would remain the same as those on completion. Proposed mitigation planting south of the South Mendip CSE compound would provide additional filtering and screening of distant views towards the CSE compound beyond the proposed 400kV overhead line.	Minor adverse	Moderate adverse	Moderate adverse	B1.100	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Receptor Sensitivity: High or Medium or Low

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H126	Residential Property	Cootehorn Farm, Rooksbridge Road	High and Medium	Local	Medium	800m	Property has a lower and upper storey view east and northeast towards Crook Peak, the Mendip Hills and Loxton Gap in the distance beyond flat farmland. The F Route is screened by mature field boundary hedgerows and trees. Oblique front views southeast are anticipated to include the upper part of a limited number of 132kV pylons on the F Route in views partly obscured by garden trees and field boundary hedgerow.	During construction: Low adverse In the short-term works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in oblique views southeast above intervening hedgerow and trees. Views of the temporary A38 Bristol Road (OHL) construction compound would be screened by intervening trees and field boundary hedgerow and by temporary screening around the perimeter of the temporary compound. Given the distance and proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with the T-pylon would be introduced on an alignment closer in views than the F Route, which would be removed, and across a similar extent and proportion of the view than F Route. The taller height and solid central column and cross arm of the T-pylon perceptible above field boundary hedgerow and trees would result in a low alteration to the existing view. The distant South of Mendip Hills CSE compound would be screened in views by intervening mature hedgerow closer in the view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.H127	Residential Property	Pear Tree Cottage/Farm on the south side of Rooksbridge Road	Medium	Local	Medium	955m	Front lower storey views are obscured by roadside hedgerow. Upper storey front views northeast extend over roadside hedgerow towards the Mendip Hills, Crook Peak and Loxton Gap in the distance. A limited extent of the F Route is anticipated to be perceptible in the oblique view partly screened by field boundary hedgerow and trees and backgrounded by the Mendip Hills.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in a small proportion of distant oblique views resulting in a low adverse magnitude of effect. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with the T-pylon would be introduced on an alignment closer in views than the F Route, which would be removed, and across a similar extent of the view than F Route. The taller height and solid central column and cross arm of the T-pylon perceptible above field boundary hedgerow and trees would result in a low alteration to the existing view. The upper part of the South of Mendip Hills CSE compound is anticipated to be perceptible in distant views in a very small proportion of the overall view and in the context of the proposed 400kV overhead line. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those for on completion. Proposed mitigation planting south of the South Mendip CSE compound would provide additional filtering and screening of distant views towards the CSE compound where the proposed 400kV overhead line terminates.	Minor adverse	Minor adverse	Minor adverse	B1.101	N/A
B1.H128	Residential Property	York Farm, on the north side of Rooksbridge Road	High and Medium	Local	Medium	925m	This property has open front views eastwards across flat farmland towards the F Route perceptible in the distance. Intervening field boundary hedgerow and trees provide partial screening of the 132kV pylons on the F Route, backgrounded by the Mendip Hills beyond.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in distant easterly views. Given the distance and low proportion of the view affected the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with T-pylons would be introduced on an alignment to the west of the F Route, which would be removed, across a similar extent of the view than the F Route. The taller height and the solid central column and cross arm of the T-pylon would result in a low alteration to the existing view and would comprise a small proportion of the view already affected by the F Route. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.101	N/A
B1.H129	Residential Property	Properties on the east side of Biddisham Lane near the A38 junction, Biddisham	High and Medium	Local	Medium	890m	There are front lower and upper storey views west and southwest over open pasture including built form at Tamock and Rooks Bridge on the A38 Bristol Road. The F Route is visible across part of the view, screened at the lower elevations by intervening field hedgerow and trees.	During construction: Low adverse In the short-term at height construction activity associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be temporarily visible. Ground level activity would be screened by intervening field boundary vegetation restricting visibility to at-height works. Vehicle movement along the construction haul road and activity at temporary construction compounds north of the A38 Bristol Road would be screened in views west due to intervening field boundary hedgerow and mature trees. Given the distance and proportion of the view affected from these properties the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along a similar alignment (although further to the west) and across a similar extent of the view to the F Route removed. The taller height and the solid central column and cross arm of the T-pylon would result in a low alteration to the existing view which comprises the F Route proposed to be removed. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.94	N/A
B1.H130	Residential Property	Properties on Blackthorn Close, Biddisham Lane	Medium	Local	Medium	810m	The majority of views towards the F Route are obscured by surrounding properties and roadside vegetation screening views, with the exception of a potential rear upper storey views from the western edge of this group of properties and a property on the southwestern edge of this group of properties which has an upper storey side view southwest. The F Route immediately north of the A38 Bristol Road is anticipated to be perceptible in limited views west and southwest.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be temporarily visible. Temporary construction compounds north of the A38 would be screened in limited views west and southwest by intervening properties and mature hedgerow and trees along field boundaries and Fletchers Lane. Views to the southwest towards at-height works along the proposed 400kV overhead line south of the A38 Bristol Road would be largely screened by mature trees, hedgerow and properties along the A38 Bristol Road. Given the distance and proportion of the view affected from a limited number of properties the magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along an alignment roughly parallel to the F Route, which would be removed from the view, and across a similar extent of the view. The taller height and the solid central column and cross arm of the T-pylon would result in a low alteration to limited views, which comprise the F Route proposed to be removed. The magnitude of effect would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.94	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H131	Residential Property	Tarnock House Farm, properties on Rees Way and Hinchley on the east side of Biddisham Lane	High and Medium	Local	Medium	785m	Lower and upper storey rear views westwards over open pasture towards the F Route running across the full extent of views. There is an oblique view from lower storey side window from a property on the northern side of this group looking northwest over adjacent open pasture. From Hinchley there is a lower and upper storey channelled view along the access lane immediately opposite allowing partial views of the F Route. There is some filtering from mature roadside trees and mature garden vegetation to the northwest from this property.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be temporarily visible. Temporary construction compounds north of the A38 would be screened in views southwest and west by intervening mature hedgerow and trees along field boundaries and Fletchers Lane. Views further to the southwest towards at-height works would be heavily filtered by built form at Tarnock and Rooks Bridge and by intervening field boundary hedgerow and trees. Given the distance and proportion of the view affected from these properties the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment (although further to the west) and across a similar extent of the view to the F Route, which would be removed from views. The taller height and the solid central column and cross arm of the T-pylon would result in a low alteration to the existing view which comprises the F Route, filtering, screening and backgrounding. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.95 and B1.97	VPB17
B1.H132	Residential Property	Properties north of Rees Way, and properties on the east side of Biddisham Lane	High and Medium	Local	Medium	750m	There are front lower storey views northwest and side view southwest over open pasture towards Tarnock and Rooks bridge. From the properties on the east side of the road views garden vegetation in the immediate foreground provides heavy filtering in the view. The F Route is visible crossing part of the view to the northwest. The pylons are screened at the lower parts and are partly backgrounded by Brent Knoll and the Mendip Hills.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in views. Temporary construction compounds north of the A38 would be screened in views southwest by intervening mature hedgerow and trees along field boundaries and Fletchers Lane. Views further to the southwest towards at-height works would be heavily filtered by built form at Tarnock and Rooks Bridge and by intervening field boundary hedgerow and trees. Given the distance and proportion of the view affected from these properties the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment (although further to the west) and across a similar extent of the view to the F Route removed. The taller height and the solid central column and cross arm of the T-pylon would result in a low alteration to the existing view which comprises the F Route to be removed. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.95 and B1.97	VPB17
B1.H133	Residential Property	Manor Farm, Biddisham Lane	High and Medium	Local	Medium	775m	There are front upper and lower storey oblique views southwest over Biddisham Lane and open pasture towards the F Route. The F Route is visible crossing the full extent of the view filtered to the lower parts. There are 2 small side windows with views west. Rear views northwest are over adjacent garden and are partly obscured by barn in foreground and heavily filtered by mature roadside trees.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in views. Temporary construction compounds north of the A38 would be screened in views southwest by intervening mature hedgerow and trees along field boundaries and Fletchers Lane. Views further to the southwest towards at-height works would be heavily filtered by built form at Tarnock and Rooks Bridge and by intervening field boundary hedgerow and trees. Given the distance and proportion of the view affected from these properties the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment (although further to the west) and along a similar extent of the view to the F Route removed. The taller height and the solid central column and cross arm of the T-pylon would result in a low alteration to the existing view which comprises the F Route to be removed. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.97 and B1.98	VPB17
B1.H134	Residential Property	Detached property set back on the east side of Biddisham Lane	High and Medium	Local	Medium	600m	There are front upper and lower storey oblique views southwest, west and northwest over Biddisham Lane and open pasture towards the F Route. The F Route is visible across part of the view, it is filtered and backgrounded to the lower parts only. The northwest part of the views are heavily filtered by garden trees in the foreground and filtered by mature roadside trees.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in views. Temporary construction compounds north of the A38 would be screened in views southwest by intervening mature hedgerow and trees along field boundaries and Fletchers Lane. Views further to the southwest towards at-height works would be heavily filtered by built form at Tarnock and Rooks Bridge and by intervening field boundary hedgerow and trees. Given the distance and proportion of the view affected from these properties the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment (although further to the west) and along a similar extent of the view to the F Route removed. The taller height and the solid central column and cross arm of the T-pylon would result in a low alteration to the existing view which comprises the F Route to be removed. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.98	N/A
B1.H135	Residential Property	Group of properties on the east side of Biddisham Lane	High and Medium	Local	Medium	605m	There are front lower and upper storey open views southwest, west and northwest over Biddisham Lane and open pasture towards the F Route. The F Route is visible running across the full extent of the view, filtered and screened to the lower elevations by field boundary hedgerow and trees.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible in views. Temporary construction compounds north of the A38 would be screened in views southwest by intervening mature hedgerow and trees along field boundaries and Fletchers Lane. Views further to the southwest towards at-height works would be heavily filtered by built form at Tarnock and Rooks Bridge and by intervening field boundary hedgerow and trees. Given the distance and proportion of the view affected from these properties the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced along a similar alignment (although further to the west) and extent of the view to the F Route removed. The taller height and the solid central column and cross arm of the T-pylon would result in a low alteration to the existing view which comprises the F Route to be removed. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.98 and B1.99	N/A

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

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APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H141	Residential Property	Chestnuts Farm, Biddisham Lane	High and Medium	Local	Medium	325m	Upper storey views are heavily filtered by foreground mature trees along the garden boundaries. There is an upper storey side filtered view west over Biddisham Lane across flat pasture, which would likely comprise the F Route south and north of the River Axe.	During construction: Moderate adverse In the short-term the installation of proposed 400kV underground cables, the temporary construction bridge and construction of the River Axe cables bridge option or HDD where the underground cables cross the River Axe, would be visible in views west and northwest. Works to dismantle the F Route would be perceptible for a short period of time, particularly in views due west, and construction activity at the South of Mendip Hills CSE compound (including the temporary Hams Lane construction compound) and for the proposed 400kV overhead line would be perceptible in more distant views southwest. Overall, construction works would extend across a large proportion of limited views and could potentially be undertaken in close proximity views west. The magnitude of effect would be moderate adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from views. The proposed CSE compound and proposed 400kV overhead line would be introduced into the more distant view southwest. The proposed 400kV overhead line would be further away in the view, extending across a smaller extent of the view than the F Route removed. The South of Mendip Hills CSE compound would comprise a small part of the overall view. The River Axe cables bridge option would be introduced into a small proportion of filtered views northwest. On completion, the reinstated and reseeded underground cable swathe would be perceptible and replanted hedgerow field boundaries barely perceptible. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. Overall, the magnitude of effect would be low adverse. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term. After 15 years landscape mitigation planting would provide more effective screening in views towards the CSE compound, and landscape planting north of the River Axe associated with the River Axe cables bridge option would shorten some views across flat farmland.	Moderate adverse	Minor adverse	Minor adverse	B1.103	VPB23
B1.H142	Residential Property	Waterfront Farm and holiday cottages, Biddisham Lane, (bungalow)	High	Local	Medium	345m	Waterfront Farm including holiday cottages have open views north and west across the River Axe and across flat farmland to the north. The large open field to the north is defined by mature hedgerow to the west and by the sinuous Old Lox Yeo including mature trees to the north. Northerly views include the Mendip Hills including Crook Peak, rising above flat low lying farmland, and extend towards Loxton Gap. The F Route is visible across views west and northwest as it runs roughly north south towards Loxton Gap, clearly visible above intervening mature hedgerow (along the western boundary of the large field north of the River Axe) and above tree planting to the east of the M5 motorway. Property views southwest are filtered by mature trees along the southwestern boundary of this property. The F Route, including a 132kV pylon south of the River Axe, is visible through and above tree filtering. The road bridge over the M5 motorway is also perceptible in the filtered view. The footbridge over the M5 motorway is visible in the view west above intervening hedgerow and trees beyond the 132kV pylon on the F Route immediately north of the River Axe.	During construction: Moderate adverse In the short-term views would include construction works in a large proportion of close proximity views, comprising the installation of proposed 400kV underground cables, including a temporary bridge over the River Axe and construction of the proposed River Axe cables bridge (preferred option) or HDD where the proposed cables would cross the River Axe. Hedgerow and tree planting proposed along the south side of the River Axe (within the garden belonging to Waterfront Farm) would partially filter and screen views towards the temporary and permanent bridge crossings; and temporary mesh fencing with olive green tarpaulin and a temporary soil mound north of the River Axe would provide temporary screening of underground cable works to the north including HDD where the cables route crosses the Old Lox Yeo. Structure planting proposed to supplement tree planting along part of the southwestern garden boundary of this property would provide additional filtering and screening of construction works south of the River Axe. Construction of the proposed CSE compound and the proposed 400kV overhead line, the installation of proposed underground cables, and works to dismantle the F Route running across open farmland south of the River Axe would be perceptible through filtering by garden boundary trees. At-height works including cranes, associated with the removal of the F Route would be visible for a short period of time in views west and northwest. The magnitude of effect would be moderate adverse. During operation: Moderate to low adverse In the short and medium-term the F Route would be removed from open views west and northwest. On completion, the reinstated and reseeded underground cables swathe and in-situ replacement hedgerow further north would be perceptible in views, that have comprised ploughed farmland. Grassland across the cables swathe would have become established within 1 to 3 years and replacement hedgerow further north would be established within 3 to 5 years following planting works. Adverse visual effects would result from the introduction of the River Axe cables bridge option into views southwest, but partially filtered and screened by hedgerow and trees south and north of the River Axe. The cables bridge option would result in a partial alteration to the existing view and the introduction of a prominent element into part of the view, which would also experience beneficial effects as result of the removal of the F Route. The CSE compound and proposed 400kV overhead line would likely be perceptible in filtered views southwest, although comprising a very small proportion of the view. Overall, the magnitude of effect would be moderate to low adverse. After 15 years: Low adverse Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and in-situ replacement hedgerow in the short and medium-term. The River Axe cables bridge option would be heavily filtered and partially screened in some views by mitigation planting proposed south and north of the River Axe. Visual effects would reduce to being of low adverse magnitude.	Moderate adverse	Moderate to minor adverse	Minor adverse	B1.104	N/A
B1.H143	Residential Property	Poplar Farm, Biddisham Lane	High	Local	Medium	210m	Main rear views are to the northwest towards Loxton Gap but these are filtered by trees along the River Axe. There are open side views across flat pasture with the F Route visible across the view as it runs north south. The pylons are filtered at the base only. Rear views are screened to the west by mature garden trees with long distance views south and southwest across farmland and hedgerow vegetation.	During construction: Low adverse In the short-term at-height construction activity associated with the removal of the F Route and the more distant proposed 400kV overhead line would be temporarily perceptible to the west. The preparation of the trenches and installation of the underground cables and the removal of the F Route and general construction activity would be perceptible in no greater than low proportions of views through intervening tree filtering. During operation: Low beneficial In the short and medium-term the F Route would be removed from views resulting in beneficial visual effects, and the proposed 400kV overhead line supported by T-pylons would be introduced further to the southwest into a smaller extent of property views. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
B1.H144	Residential Property	Properties on the east side of the southern part of Kennel Lane	High and Medium	Local	Medium	140m	This group of mainly semi-detached properties has elevated lower and upper storey front views southwest across front gardens and the lane and over roadside hedgerow and beyond. The F Route is partly screened by intervening field boundary trees and backgrounded with only the upper parts of the 132kV pylons visible across the full extent of the view. The detached property at the southern most point of the lane is on a similar level to the road with open views south across a stone wall. There is a glimpsed view of the F Route to the southwest which is partially filtered by intervening field boundary trees with the upper parts of the pylons visible as it runs past Brent Knoll.	During construction: Low adverse In the short-term the preparation of the trenches, installation of the proposed underground cables including HDD beneath the Old Lox Yeo, and the removal of the F Route would be clearly visible in front lower and upper storeys views southwest. Views of the construction of the River Axe cables bridge option or HDD where the proposed underground cables cross the River Axe would also be possible. In the short-term at-height construction activity associated with the removal of the F Route, and the proposed 400kV overhead line and CSE compound beyond would be temporarily visible to the southwest across the Somerset Levels in more distant and filtered views. Moderate or low proportions of the view would be affected during construction. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term there would be filtered views to the southwest of the proposed underground cable swathe closer in views and further to the southwest of the proposed CSE compound near the M5. Initially the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries in the short-term. The F Route pylons would be removed from filtered and open views and the proposed 400kV overhead line would be introduced further in more distant and filtered views that are already affected by the F Route. There would be a low scale of change from the existing view and a small proportion of the view would be affected. The magnitude of effect would be low adverse. After 15 years: Low adverse Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and in-situ replacement hedgerow in the short and medium-term. The River Axe cables bridge option would be partially filtered and screened in some views by mitigation planting proposed north of the River Axe. Mitigation planting for the South of Mendip Hills CSE compound would provide more effective screening of the CSE compound with gantries visible above tree planting.	Minor adverse	Minor adverse	Minor adverse	B1.112	VPB9

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H145	Residential Property	Property on the east side and west side of Kennel Lane	High and Medium	Local	Medium	55m	Property to the east side of Kennel Lane has upper storey front views over coniferous garden hedge. The views are channelled to the southwest past the property on the opposite side of the road. The property on the west side has rear upper and lower storey open views southwest across the adjacent fields towards the F Route and Brent Knoll in the far distance. The F Route is filtered to the lower parts and visible as it travels across the full extent of the view becoming backgrounded as it passes through Loxton Gap.	During construction: Moderate adverse In the short-term the preparation of the trenches and installation of the underground cables including HDD beneath the Old Lox Yeo, and the removal of the F Route would be prominent in a notable proportion of relatively near views. The construction of the River Axe cables bridge option or HDD where the proposed underground cables cross the River Axe would also be visible in nearer views to the southwest. At-height construction activity associated with the removal of the F Route and the proposed 400kV overhead line and the construction of the CSE compound would be temporarily visible to the southwest in more distant views across the Somerset Levels. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low adverse In the short and medium-term views to the southwest would include the proposed underground cable in near views, including the River Axe cables bridge option and further to the southwest the proposed CSE compound near the M5. Initially the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries in the short-term. The F Route pylons would be removed from filtered and open views and the proposed 400kV overhead line would be introduced further to the southwest into views which currently include the F Route. On completion there would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated in the short and medium-term. Replacement hedgerow planting would have matured and stock-proof fencing protecting hedgerows would not be visible. The River Axe cables bridge option would be partially filtered and screened in some views by mitigation planting proposed north of the River Axe. Views of the South of Mendip Hills CSE compound where the proposed 400kV overhead line terminates would largely be screened by mitigation planting with gantries visible above tree planting.	Moderate adverse	Minor adverse	Minor adverse	B1.112	VPB9
B1.H146	Residential Property	Properties on the west side of Kennel Lane south of Middle Farm	High and Medium	Local	Medium	35m	Properties have open rear and garden views southwest across the flat pasture towards the F Route. Views include the F Route filtered by trees to property boundaries and fields, with pylons visible above built form in the foreground. Views to the north are directed across fields in foreground and over adjacent property and Kennel buildings towards Loxton Hill with the F Route becoming fully backgrounded as it runs through Loxton Gap.	During construction: Moderate adverse In the short-term the preparation of the trenches and installation of the underground cables including HDD beneath the Old Lox Yeo, would be clearly visible in a large proportion of near views to the west and southwest and works to remove the F Route would also be visible to the southwest, west and northwest. The construction of the River Axe cables bridge option associated with the underground cables (or HDD beneath the River Axe) would most likely be visible in oblique views to the south. There would also be more distant temporary views of works to the remove the F Route and construct the proposed 400kV overhead line, including the South of Mendip Hills CSE compound and adjacent Hams Lane compound, to the southwest across the Somerset Levels. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low adverse In the short and medium-term views to the west and southwest would include the proposed underground cables in near views. Initially the reinstated and reseeded underground cables swathe would be perceptible along with replanted hedgerow field boundaries in the short-term. There would also be views toward the River Axe cables bridge option to the south and further to the southwest the proposed CSE compound near the M5. The F Route pylons would be removed from open views and the proposed 400kV overhead line would be introduced further to the southwest into views which currently include the F Route. On completion there would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated in the short and medium-term. Replacement hedgerow planting would have matured and stock-proof fencing protecting hedgerows would not be visible. The River Axe cables bridge option would be partially filtered and screened in some views by mitigation planting proposed north of the River Axe. Views of the South of Mendip Hills CSE compound where the proposed 400kV overhead line would largely be screened by mitigation planting with gantries visible above tree planting.	Moderate adverse	Minor adverse	Minor adverse	B1.112	N/A
B1.H147	Residential Property	Converted barn and Middle Farm, Kennel Lane	High and Medium	Local	Medium	35m	Properties have open upper storey views southwest across the flat pasture towards the F Route. Middle Farm semi-detached property on the east side of the road has a channelled view southwest with the majority of front views obscured by the properties on the opposite side of the road. Views include F Route filtered by trees to property boundaries and fields with pylons visible above other properties. There are side views northwest over adjacent fields towards Loxton Hill with the F Route becoming fully backgrounded as it travels through Loxton Gap.	During construction: Moderate adverse In the short-term the preparation of the trenches and installation of the underground cables including HDD beneath the Old Lox Yeo, would be visible in close proximity views in a large proportion of near views and works to remove the F Route would also be visible to the southwest, west and northwest. It is possible that the construction of the River Axe cables bridge option or HDD where the underground cables cross the River Axe, would be visible in oblique views to the south. There would also be more distant temporary views of works to the remove the F Route and construct the proposed 400kV overhead line, including the South of Mendip Hills CSE compound and adjacent Hams Lane construction compound, to the southwest across the Somerset Levels. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low adverse In the short and medium-term views to the west and southwest would include the proposed underground cable in near views. Initially the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries in the short-term. There would also be views toward the River Axe cables bridge option to the south and further to the southwest the proposed CSE compound near the M5. The F Route pylons would be removed from open views and the proposed 400kV overhead line would be introduced further to the southwest into views which currently include the F Route. On completion there would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated in the short and medium-term. Replacement hedgerow planting would have matured and stock-proof fencing protecting hedgerows would not be visible. The River Axe cables bridge option would be partially filtered and screened in some views by mitigation planting proposed north of the River Axe. Views of the South of the Mendip Hills CSE compound would largely be screened by mitigation planting, with gantries visible above tree planting.	Moderate adverse	Minor adverse	Minor adverse	B1.112	N/A
B1.H148	Residential Property	Detached property north of Webbington Road	Medium	National	Medium	190m	The F Route passes over the western extent of land belonging to this property. Building works are being undertaken on the property. Anticipated views north would include the F Route partially filtered by garden trees and visible above field boundary hedgerow. Views southwest would be screened by the road embankment and mature trees along Webbington Road.	During construction: Moderate adverse In the short-term at-height works associated with the removal of the F Route are expected to be visible above garden trees and field hedgerow. Underground cable works would likely be visible in close proximity views including topsoil stripping and creation of soil heaps, creation of cable trenches, and construction vehicle movements along the temporary haul road. HDD may be visible in views northeast ## within the cable swathe within this area be also be visible. Due to the close proximity of construction works and the large proportion of the potential view affected for a short period of time, the magnitude of effect would be moderate adverse. During operation: Low beneficial The F Route would be removed from views. Initially the reinstated and reseeded underground cables swathe would be perceptible along with replanted hedgerow field boundaries in the short-term. The removal of the F Route from views and the installation of proposed 400kV underground cables would result in low beneficial magnitude of effects in views. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated in the short and medium-term.	Moderate adverse	Minor beneficial	Minor beneficial	B1.114	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH: VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.H149	Residential Property	Properties on Cowslip Lane	High and Medium	Local	Medium	540m	Group of properties with lower and upper storey views south with garden and field boundary hedgerow and trees providing screening and filtering in property views. The F Route is anticipated to be perceptible beyond screening along the M5 motorway in views south and southeast. Properties, in particular on the eastern end of this group of properties, may include closer views of 132kV pylons closest to these properties above and between tree and hedgerow filtering and screening. Property views northeast towards the F Route are screened by mature trees and shrubs on the road embankment in close views.	During construction: Low adverse In the short-term construction activity would be largely screened by trees and shrubs along field boundaries and the M5 generally restricting visibility to at-height works associated with the construction of the proposed South of Mendip Hills CSE compound and the proposed 400kV overhead line in the view south and associated with the removal of the F Route. No greater than a low proportion of views is anticipated to be affected. During operation: Low adverse In the short and medium-term views would include the proposed 400kV overhead line and the upper part of the proposed CSE compound near the M5 in distant views southwest. The F Route would be removed from filtered views and the proposed 400kV overhead line would be introduced further to the southwest into views. The top of the proposed 400kV overhead line supported by the T-pylon may be visible above intervening trees and hedgerows in distant oblique views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.115	N/A
B1.H150	Residential Property	Property on the corner of Shiplate Road and Sevier Road, Loxton	High and Medium	Local	Medium	420m	There are open lower and upper storey views east; however the F Route is heavily filtered and screened by the garage on the opposite side of the road and by intervening mature trees and hedgerow. Lower and upper storey rear views are anticipated to extend southeast and south over the property garden including trees in places and across flat farmland divided by field boundary hedgerow and trees. The F Route is anticipated to be glimpsed in views.	During construction: Low adverse In the short-term at-height works including cranes, associated with the removal of the F Route is anticipate to be perceptible in views east and southeast above garden vegetation and field hedgerow and trees. Construction works at the site of the proposed CSE compound to the south is anticipated to be predominantly screened in the distance by intervening hedgerow and trees including on the motorway and road bridge embankments. Given the distance and low proportions of the views affected, at most, the magnitude of effect would be low adverse. During operation: Low adverse The F Route would be removed from the views. The upper part of the proposed CSE compound near the M5 and the proposed 400kV overhead line are anticipated to be perceptible in distant southerly views affecting no greater than a small proportion of views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.116	N/A
B1.H151	Residential Property	Axview Farm on White House Lane	High	Local	Medium	960m	Views east from this single storey dwelling are obscured by farm buildings close in the view. Oblique rear views southeast are anticipated to include glimpsed distant views of the upper part of the F Route between garden trees and above intervening field boundary hedgerow and trees across flat farmland.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and construction of the proposed CSE compound and the proposed 400kV overhead line to the southeast is anticipated to be perceptible in limited views affecting no greater than a low proportion of the distant view above intervening hedgerow and trees. Given the distance and low proportions of the views affected, at most, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from views and the proposed CSE compound beyond the M5 and the proposed 400kV overhead line supported with the taller T-pylons would be perceptible in the distant view southeast. The Proposed Development would result in no greater than a low alteration to the existing view which includes a high degree of filtering and screening. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.117	N/A
B1.H152	Residential Property	Two single storey dwellings at Riversmeet Farm on White House Lane	High and Medium	Local	Medium	965m	Views to the southeast and east range from being open to filtered by garden vegetation and field boundary hedgerow and trees. The F Route is anticipated to be glimpsed beyond the M5 motorway between trees and above hedgerow in the distant view.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route is expected to be glimpsed between garden vegetation and field hedgerows at a distance from the property. Construction activity at the site of the proposed CSE compound would be partially screened in views by intervening hedgerow and trees. Given the distance and low proportions of the views affected, at most, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from the view and the proposed CSE compound and the proposed 400kV overhead line using the T-pylon beyond the M5 motorway are anticipated to be perceptible in a small proportion of views southeast. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Businesses within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.B1	Business	Southwest Windows' at Pear Tree Farm, Woolavington	Low	Local	Low	390m	There are open views west across fields on the Somerset Levels and looking southwest towards Puriton Ridge above intervening field boundary hedgerow and trees. The F Route is visible looking southwest towards Puriton Ridge and runs north south across westerly views, partly filtered and screened by intervening field hedgerows and trees. The ZG Route is a visible in the oblique view northwest beyond the F Route.	During construction: Low adverse In the short-term ground level and at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be perceptible above intervening field hedgerow and trees. There would be an increased sense of movement by construction vehicles for a short period of time. Construction of the proposed 400kV overhead line would be visible across the view northwest, with works to dismantle the F Route and part of the ZG Route partly visible beyond. The temporary overhead line and works on the ZG Route where the proposed 400kV overhead line would connect to the existing 400kV overhead line would be perceptible in the view northwest, above intervening hedgerow and trees. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into the view southwest towards Puriton Ridge, visible on higher ground beyond the F Route removed. The F Route would be replaced with the proposed 400kV overhead line on a similar alignment in the view west and closer in the view to the northwest. Due to the increased size of the T-pylon, the proposed 400kV overhead line would be more visible above intervening mature hedgerow and trees. Overall, small proportions of the view experienced by workers would be affected by the proposed 400kV overhead line. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.8	N/A
B1.B2	Business	Poplar Farm Saddlery on Harp Road, north of Mark Causeway	Low	Local	Low	285m	There are open easterly views towards the F Route from the rear of the business, with some filtering in places by field boundary vegetation.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route closer in views would be visible across fields to the rear across a moderate proportion of the view for the short-term. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from across the view. The proposed 400kV overhead line using the T-pylon would be introduced further away in easterly views. Due to distance, the taller height of the T-pylons on the proposed 400kV overhead line would generally not be perceptible within the view and the proposed 400kV overhead line would be partially screened by field boundary hedgerow and trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.57	N/A
B1.B3	Business	D.M. Motors Workshop, Vole Road, Mark	Low	Local	Low	835m	View from the business property and car parking area are heavily filtered by boundary hedgerow and trees, although vegetation is largely deciduous. Views southwest are screened by mature roadside hedgerow and trees.	During construction: Negligible In the short-term construction works would be glimpsed due to heavy filtering. The degree of filtering by boundary vegetation would depend on the season; but generally works would be barely perceptible.. During operation: Negligible In the short and medium-term seasonal glimpsed views of the proposed 400kV overhead line using the T-pylon on a similar alignment to the F Route removed are anticipated, due to property boundary trees enclosing and filtering the majority of views. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B1.63	N/A
B1.B4	Business	Rookery Farm Creamery, Northwick Road	Low	Local	Low	385m	Views northeast to southeast towards the F Route with low level screening of 132kV pylons by field boundary hedgerow and trees. Views southeast towards the F Route beyond Northwick Road are screened by mature hedgerow and trees including along the boundaries of the residential property to the south of this road.	During construction: Low adverse In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would affect a low proportion of the view, perceptible above intervening hedgerow and trees. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced into easterly views already affected by the F Route, and partly filtered and screened by intervening field hedgerow and trees. North of Northwick Road the proposed 400kV overhead line would run on a similar alignment to the F Route removed; although a T-pylon would be sited immediately north of Northwick Road and T-pylons would be further to the northeast than existing 132kV pylons. The proposed 400kV overhead line would be seen in a small proportion of views experienced by workers at this farm business. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
B1.B5	Business	The Stables Business Park, Mudgley Road, Rooks Bridge (single and two storey buildings)	Low	Local	Low	845m	This business park includes a mix of one and two storey buildings with open views east and southeast across open fields with mature field boundary hedgerow and trees. The F Route runs across the distant view, perceptible above and between field boundary vegetation, which filters and partially screens existing 132kV pylons on the F Route running north of the A38 Bristol Road.	During construction: Low adverse In the short-term at-height works including cranes would be perceptble during the construction of the proposed 400kV overhead line and the removal of the F Route visible in a low propotion of views seen above field boundary hedgerow and trees. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pyon would be introduced into the view on a similar alignment to the F Route removed. The proposed T-pylon would be taller and more visible but would be result in a low scale of change due to presence of the F Route in the existing view, and due to distance and intervening hedgerow and trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.82	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Businesses within 1km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B1.B6	Business	Rooks Bridge House Bed and Breakfast on Mendip Road, Rooks Bridge	Low	Local	Low	890m	Lower and upper storey views east and oblique views northeast over Mendip Road (where not heavily filtered and or screened by roadside hedgerow and trees), and across generally open flat fields towards the Mendip Hills in the distance. The F Route is perceptible in glimpsed views across adjacent fields, but is generally heavily filtered by field boundary vegetation. In places 132kV pylons are perceptible although backgrounded by the Mendip Hills beyond.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible along with the construction of the proposed 400kV overhead line. Given the distance and proportion of the view affected the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced along a similar alignment to the F Route removed. T-pylons would be more visible in views east and northeast above field boundary vegetation due to the increased height and solid central column of the T-pylon. T-pylons would be backgrounded by the Mendip Hills. The proposed 400kV overhead line would affect a small proportion of the view and would result in a low adverse magnitude of effect. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.84	N/A
B1.B7	Business	Tarnock Garage on the A38 Bristol Road	Low	Local	Low	0m	Open views north across road and towards properties opposite and south views across fields. The F Route passes over the western extent of this business and runs north over the A38 Bristol Road into other distance. Views extend along the F Route to the south visible above field boundary hedgerow and trees. Views south include a 132kV pylon in close proximity, and views north include the F Route visible above properties opposite.	During construction: Low adverse In the short-term there would be views of removal and construction works in a moderate or low proportion of views during construction including scaffolding adjacent to the A38 Bristol Road (where the F Route and proposed 400kV overhead line passes over this road), a proposed bell mouth and temporary construction haul road south of the A38. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into the view on a similar alignment to the F Route removed. The closest T-pylon visible to the south would be further away in the view than the 132kV pylon removed in this location, and the closest T-pylon in views north would be closer in the view than the 132kV pylon removed. The proposed 400kV overhead line would introduce a feature into views that already comprise the F Route, and the taller T-pylon (further away in the view south) would result in a low alteration in views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.87 and B1.88	N/A
B1.B8	Business	QED Engineers Ltd, The Mill House, Tarnock	Low	Local	Low	180m	There are front and side oblique views southwest (lower and upper storeys) over the A38 Bristol Road and adjacent farmland. Side views over Fletchers Lane are obscured by properties and hedgerow and trees north of the A38 Bristol Road. A 132kV pylon south of Tarnock Garage is visible. Views towards the F Route running south are shortened by hedgerow and trees along the A38 Bristol Road.	During construction: Low adverse In the short-term construction works associated with the removal of the F Route, in particular the 132kV pylon south of Tarnock Garage, would be visible as well as the construction of the proposed 400kV overhead line, where not heavily filtered and screened by intervening trees and hedgerow. A low proportion of views would be affected for the short-term. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced on a similar alignment to the F Route removed. The 132kV pylon south of Tarnock Garage would be removed from the view and replaced with a T-pylon further south anticipated to be predominantly filtered and screened by intervening mature trees. The Proposed Development would result in a low alteration to the existing view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.88 and B1.89	N/A
B1.B9	Business	The Ploughman's Farm Shop at Manor Farm, south of the A38 Bristol Road	Low	Local	Low	420m	Views north from the farm shop and the adjacent car park, extend across a flat open field and beyond the A38 Bristol Road towards the F Route in the distance, visible above intervening hedgerow and hedgerow trees. From the entrance to the farm shop off the A38 Bristol Road, the view west includes the upper part of 132kV pylons on the F Route to the immediate north and south of this road.	During construction: Low adverse In the short-term views northwest would include at-height working along the proposed 400kV overhead line and the F Route with low level screening by intervening hedgerow and trees. The construction haul road would be immediately to the north of the entrance to the farm. The bellmouth construction at the haul road entrance would result in loss of a section of low hedge and there would also be views of construction traffic turning. There would be a low alteration to the existing view and a small proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term views northwest would include the proposed 400kV overhead line using the T-pylon, with low level screening by intervening hedgerow and trees and backgrounding by the Mendip Hills. However the proposed 400kV overhead line would be on a similar alignment to the F Route removed, and would be generally obscured in views westwards by intervening buildings, trees and hedgerow. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B1.90 and B1.91	VPB21
B1.B10	Business	Meadow Farm Poultry Farm on Biddisham Lane	Low	Local	Low	715m	Views from this working farm generally extend to the southwest, west and north, but are obscured in places by farm buildings and sheds. Views extend across open flat farmland. The F Route is clearly visible running northeast southwest, with low level screening of 132kV pylons by intervening field boundary hedgerow and trees. Traffic on the M5 motorway is visible in westerly views. Brent Knoll and the Mendip Hills provide backgrounding to part of the F Route.	During construction: Low adverse In the short-term ground level and at-height works associated with the construction of the proposed 400kV overhead line and the proposed South of Mendip Hills CSE compound, and the removal of the F Route would be seen in westerly views beyond intervening farmland. Construction activity relating to the installation of proposed underground cables would be perceptible in the distant view northwest in addition to works associated with the proposed CSE compound and at the temporary Hams Lane construction compound. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the T-pylon would be introduced further west in the view than the F Route removed. The proposed South of Mendip Hills CSE compound would be perceptible above intervening hedgerow and trees in views northwest, more distant than the F Route removed. The F Route would also be removed from the view northwest towards Loxton Gap and the Mendip Hills where it would not be replaced by a new 400kV overhead line due to the proposed installation of 400kV underground cables. Overall, the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B2.1	National Cycle Route, Roads and Anglers Car Park	View from Gold Corner Drove, representative of views from National Cycle Route 33 Stop Line Way, roads and the anglers car park adjacent to the Huntspill River	High Medium and High	National Local	High Medium	1075m	There are open and transient views westwards across fields and beyond the Huntspill River, with field boundaries defined by mature hedgerow and trees. The F Route is visible in the distance between and above intervening hedgerow and trees. The ZG Route is visible to the south and southwest with Puriton Ridge viewed beyond. A 132kV pylon on the F Route is perceptible against the sky on the ridge. The factory at East Huntspill is visible beyond the F Route, and Brent Knoll is a feature of some views	During construction: Low adverse In the short-term construction of the proposed 400kV overhead line and the dismantling of the F Route would be visible in the distance above the intervening mature hedgerow and trees. Views would experience a negligible or low adverse magnitude of effect during construction due to limited views towards the F Route and the construction of the proposed 400kV overhead line. Overall receptors would experience a low adverse magnitude of effect in views due to works generally affecting a low proportion of the view for a short period of time. During operation: Low adverse In the short and medium-term the F Route would be removed from views. The proposed 400kV overhead line supported with the taller T-ptylon would be introduced further east and closer to the receptor and would be visible above field trees across views and possibly visible for a greater extent north, but would be backgrounded by landform. Existing intervening trees and hedgerow obscure parts of the view . After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B2.1	N/A
B2.2	Public Right of Way, Roads	View from the PRoW running south of Long Moor Drove along Cripps River looking northwest representative of views from PRoW and local roads	High and Medium	Local	Medium	1410m	There are open views across Cripps River south of Long Moor Drove from PRoW BW13/26. Field boundaries are defined by mature hedgerows and trees, which are gappy and fragmented in places. The upper part of 132kV pylons on the F Route are perceptible infrequently across the view, seen above intervening hedgerow and trees in the distance. The ZG Route is visible to the south and southwest with Puriton Ridge beyond, and the F Route 132kV pylon on the ridge is just perceptible. Brent Knoll and the Mendip Hills are distinguishable as higher ground to the northwest and north.	During construction: Negligible In the short-term views would include at-height works required to construct the proposed 400kV overhead line and to dismantle the F Route, visible above field boundary trees and hedgerow. The majority of receptor views would experience a negligible magnitude of effect during construction due to limited views of proposed works. Overall receptors would experience a negligible magnitude of effect with occasional effects of low adverse magnitude where there would be views towards at-height and ground level works. During operation: Low adverse In the short and medium-term the F Route would be removed from views and the proposed 400kV overhead line supported with the taller T-ptylon would be introduced on an alignment further east and close in views. The proposed 400kV overhead line would be visible above field trees and hedgerow across views with the new overhead line possibly visible for a greater extent northwest but backgrounded in places by higher ground beyond. Mature field boundary trees and hedgerow would obscure parts of the view. The F Route would be removed from a very small proportion of the view southwest and the proposed 400kV overhead line would likely be visible in distant glimpsed views to the top of Puriton Ridge. Overall views comprise filtering, screening and or backgrounding and small proportions of the view would be affected. The magnitude of effect in views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.2	N/A
B2.3	Road and Public Right of Way	View from River Road, representative of views from roads and PRoW across Mark Moor	High and Medium	Local	Medium	1185m	Along the road side there is tall hedgerow along the southern end becoming sparser further north. Scattered trees and hedgerow (gappy and fragmented in places) divide fields and provide partial screening of the F Route. The F Route is perceptible across the view although 132kV pylons are screened and filtered to varying degrees in views. Brent Knoll and the Mendip Hills are distinguishable in views northwest and north. Puriton Ridge can be seen in distant views southwest and south, and from the southern end of the road where the hedgerow is lower in height. Partial glimpsed views are available of the upper parts of 132kV pylons on the F Route above Puriton Ridge and visible against the sky. The ZG Route is visible in views to the south and southwest above the tree canopies.	During construction: Low adverse Where views are available from the road, receptors would have, in the short-term, views (predominantly glimpsed) of works to construct the proposed 400kV overhead line and to dismantle the F Route above and between hedgerows and trees. Given the distance and proportions of the views affected for a short period of time, overall the magnitude of visual effects would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from views and the proposed 400kV overhead line introduced on an alignment further east and closer in views. The proposed 400kV overhead line supported with the taller T-pylons would be visible beyond intervening fields in a small proportion of the view, with partial screening by intervening trees and hedgerow and backgrounding in some views by field boundary vegetation and or high ground beyond. There would be long distance views available towards the proposed 400kV overhead line on the top of Puriton Ridge, in a very small proportion of the overall view. Overall, most of the road receptors would experience a low adverse magnitude of effect in views where the F Route would be replaced with the proposed 400kV overhead line resulting a low alteration to the existing view. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B2.3	N/A
B2.4	Public Right of Way and Residential Property	View from PRoW along Coombe's Drove near River House Farm. Representative of views from footpath, bridleway and residential properties.	High	Local	Medium	2375m	The majority of views from PRoW AX23/8 are filtered and obscured by trees and hedgerow along side the ditch and track. There are occasional oblique and glimpsed views west through openings in hedgerow and trees adjacent to this PRoW. Open channelled views are available along the PRoW towards Brent Knoll in the distance. The F Route is not perceptible from this location.	During construction: Negligible In the short-term construction of the proposed 400kV overhead line would not be visible due to screening by hedgerows and trees and distance from receptors. Receptors would have occasional oblique views west at gaps, where at-height works would be perceptible above trees. The majority of receptor views would experience a negligible magnitude of effect during construction due to limited views of proposed construction works. Overall construction works would result in a very low alteration to existing views. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line using the taller T-ptylon would be introduced into no greater than a small proportion of the filtered view or the distant channelled view with potential backgrounding by Brent Knoll, and visible above intervening field hedgerow and trees. The proposed 400kV overhead line would run on alignment further east of the F Route, which would be removed from views, and would result in no greater than a low alteration to the existing view. Overall the magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.4	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B2.5	Public Right of Way and Residential Property	View from PRoW between Grange Paddock and Yarrow Road, representative of PRoW and properties on the southern edge of Mark (south of Mark Church)	High	Local	Medium	1340m	Mature trees and hedgerow, and properties in Mark obscure views to the west. The F Route is barely perceptible and generally screened by intervening trees but glimpsed views include the upper part of distant 132kV pylons available in places above tree canopies. A low voltage overhead line is visible in the foreground view running across the fields.	During construction: Negligible In the short-term views of at-height works typically would be obscured by trees and properties. In places views at gaps between hedgerows and properties would include at-height works constructing the proposed 400kV overhead line and removing the F Route visible above trees and hedgerow. Typically construction works, predominantly relating to construction of the proposed 400kV overhead line closer in the view, would be visible in a very low proportion of distant views. Overall the magnitude of visual effects would negligible. During operation: Low adverse In the short and medium-term the F Route would be removed from views, and the proposed 400kV overhead line would be introduced closer into limited views. The proposed 400kV overhead line supported with the taller T-pylons would likely be perceptible in no greater than a small proportion of views although filtered and partially screened in places. Overall the magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.5	N/A
B2.6	Sports Pitches, College, Cemetery and Residential Property	View from Mark College sports pitches, representative of views from the sports pitches, college, cemetery and properties on the northeastern edge of Mark	Medium Low	Local	Medium Low	1735m	Views northwest are generally obscured by intervening mature trees and hedgerows along the boundaries of the sports pitches. Sports pitches are divided by fragmented hedgerow and mature trees, which provide filtering and screening in some views. Views north include the Mendip Hills including Crook Peak. Brent Knoll a visible feature to the northwest and west. The F Route is visible in places above trees to the west and northwest but is largely screened due to field boundary hedgerow and trees.	During construction: Negligible In the short-term construction of the proposed 400kV overhead line would be barely perceptible or not visible due to distance and screening by intervening hedgerows, trees and properties. Receptors would have occasional views west through gaps, where at-height works would be visible above trees. In the majority of receptor views construction works would be barely perceptible and would result in a very low alteration to the existing views. Overall receptors would experience a negligible magnitude of effect. During operation: Low adverse In the short and medium-term, the proposed 400kV overhead line would be introduced on a similar alignment to the F Route removed, and would be more visible above field trees due to the taller height of the T-pylon and the solid central column and cross arm. The upper part of the proposed 400kV overhead line would be perceptible in a small proportion of the view, where views west and northwest include the new overhead line. The proposed 400kV overhead line would be backgrounded by Brent Knoll and the Mendip Hills in some views. Overall the magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.6	N/A
B2.7	Residential Property and Road	View from the B3139 Blackford Road near Lower Splott Farm, representative of views from farm properties and the road east of Mark	High Medium	Local	Medium	2275m	Existing views from the B3139 Blackford Road and farm properties are open southerly views across fields towards Puriton Ridge. Intervening field hedgerow and trees obscure views towards the F Route. The ZG Route is visible in places in the far distance. A low voltage line is visible in the foreground view. The topography is broadly flat and bisected by field boundary trees and hedgerow, which shorten views southwest.	During construction: Negligible In the short-term removal of the F Route would not be visible due to distance and screening by hedgerows and trees. Receptors would have occasional views southwest through gaps between trees, where at-height works relating to the construction of the proposed 400kV overhead line would be perceptible in a very small proportion of views above and between trees. Overall the magnitude of visual effects would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced closer into views than the F Route, which would be removed, (although not visible in the majority of the existing receptor views) and would be supported with the taller T-pylons. However only partial glimpsed views are anticipated of the proposed 400kV overhead line, seen in the distance above tree canopies, and in views largely filtered by intervening field boundary trees and hedgerows. Overall the magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.7	N/A
B2.8	Residential Property and Road	View from Withy Grove near the Huntspill River, representative of views from farm properties and roads near the Huntspill River	High Medium	Local	Medium	1665m	Views are generally southeast towards the F Route, and the route of the proposed 400kV overhead line. The Bridgwater to Weston-super-Mare low voltage overhead line and the ZG Route are perceptible closer in views where not screened and filtered by trees along the Huntspill River. Receptor views southeast towards the F Route including on Puriton Ridge are limited and heavily filtered and screened in places by trees along the Huntspill River.	During construction: Negligible In the short-term construction works would be partially screened and filtered by intervening trees. At-height works would be barely perceptible above and between field boundary hedgerow and intervening trees. Construction works on Puriton Ridge would be perceptible in a very small proportion of some views. Overall the magnitude of visual effects would be negligible. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would replace the F Route in the view, perceptible on an alignment closer in views towards Puriton Ridge and towards the Woolavington Levels, where not screened by intervening trees and hedgerow. The T-pylons supporting the proposed 400kV overhead line would appear taller than the 132kV pylons removed (although further away in views than the ZG Route and the Bridgwater to Weston-super-Mare low voltage overhead line). The proposed 400kV overhead line would be partly backgrounded by hedgerow and trees and partially visible against the sky. Overall the proposed 400kV overhead line would result in no greater than a low alteration to the majority of existing views, and the magnitude of visual effects would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.8	VPB24
B2.9	Residential Property and Road	View from Parsonage Farm on Withy Road, representative of views from properties on Withy Road at Cote	High Medium	Local	Medium	1475m	Front views south from Parsonage Farm extend over farmland and are shortened by mature field boundary hedgerow and trees. The ZG Route is partially visible above intervening field hedgerow and trees. Views eastwards towards the F Route are screened by an orchard and mature field boundary trees and hedgerow.	During construction: Negligible In the short-term removal of the F Route would not be visible due to screening by hedgerows and trees. Receptors would have occasional views through gaps in the boundary tree lines, where at-height works relating to the construction of the proposed 400kV overhead line would be visible generally in a very small proportion of the view, above trees. The magnitude of visual effects would be negligible. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylons would be introduced into a small proportion of the view, which is likely to also comprise the ZG Route. The proposed 400kV overhead line is anticipated to be perceptible in views towards Puriton Ridge, on an alignment to the west of the F Route, which would be removed. Overall the Proposed Development would, at most, result in a low alteration to existing receptor views. The magnitude of visual effects would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.9	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B2.10	Residential Property, Road and National Cycle Route	View from the B3139 Church Road, representative of views from National Cycle Route 33 Stop Line Way through East Huntspill and from properties in East Huntspill between New Road and Chapel Lane	High High and Medium	National Local	High Medium	1255m	Open lower and upper storey views across fields shortened by mature trees and hedgerows and properties along Chapel Lane and Hackness Road. Timber pole overhead lines run across views along and beyond Church Road. The F Route is largely obscured, with glimpsed views of the upper part of 132kV pylons in limited views above trees, hedgerow and properties.	During construction: Negligible In the short-term construction works for the proposed 400kV overhead line are not anticipated to be visible due to distance and intervening trees, hedgerow and built form. At-height works to dismantle the F Route may be perceptible in a very small proportion of limited glimpsed views. Overall the magnitude of visual effects would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylons would not be visible or would be introduced into a very small proportion of limited views on an alignment further east of the F Route, which would be removed from views. The Proposed Development would result in a very low alteration to the existing view. Overall the magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.10	N/A
B2.11	Residential Property, Road	View from the B3139 Church Road between Chapel Lane and Merry Lane, representative of properties in the northern part of East Huntspill looking east	High Medium	Local	Medium	1335m	Views east from the B3139 Church Road (between Chapel Lane and Merry Lane), extend across flat open fields towards the F Route clearly visible above intervening field boundary hedgerow and trees. Views from properties in East Huntspill are open and filtered towards the F Route.	During construction: Low adverse In the short-term at-height works to construct the proposed 400kV overhead line in the more distant view and to dismantle the F Route would be perceptible in the view. Ground level construction works would be predominantly screened by intervening hedgerow and trees. Works to dismantle the F Route would be more perceptible in closer views and would result in a low proportion of the view being affected for a short period of time. Lower proportions of the view are anticipated to be affected by works relating to construction of the proposed 400kV overhead line. Given the distance and proportions of the view affected for a short period of time, the magnitude of visual effects would be low adverse overall. During operation: Low beneficial In the short and medium-term the F Route would be removed from views above intervening hedgerow and trees and the proposed 400kV overhead line would be introduced further away in the view, on an alignment to the east of the F Route removed. The taller height of the T-pylons supporting the proposed 400kV overhead line would be perceptible in a very small proportion of the view above intervening vegetation. Overall the removal of the F Route from across the view generally occupying a small proportion of the view, would result in low beneficial visual effects. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	B2.11	VPB5
B2.12	Public Right of Way, Residential Property,	View from the PRoW BW13/11 between New Road and Church Road, representative of views from PRoW and properties to the west of East Huntspill looking east	High Medium	Local	Medium	1530m	Open views across the flat field towards the rear of properties, the school and recreation grounds. A factory chimney is visible on the horizon. Intervening properties obscure views towards the F Route in the distance, however pylons and conductors are perceptible in the far distance visible above the roofline and against the sky.	During construction: Negligible In the short-term works to dismantle the F Route and to construct the proposed 400kV overhead line in the distance, would be obscured by intervening properties. At-height works to dismantle the F Route would be barely perceptible in a very small proportion of limited views, resulting in a negligible magnitude of effect. During operation: Negligible In the short and medium-term the F Route would be removed a very small proportion of the view. The proposed 400kV overhead line supported with T-pylons would be screened by intervening properties. The magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.12	N/A
B2.13	Residential Property, Public Right of Way, Road	View from Westhill Lane, adjacent to Babbs Farm, representative of properties and PRoW west of Watchfield and the B3141	High Medium	Local	Medium	2175m	Views are possible eastwards across farmland. The Bridgwater to Weston-super-Mare low voltage overhead line on lattice pylons is visible above properties and through trees. The factory at East Huntspill is also perceptible. The F Route is partly visible in the distance above field trees and hedgerows however only a few pylons are visible. Trees and buildings in the foreground screen views in places. From the road views are heavily filtered and largely obscured by properties and trees.	During construction: Negligible In the short-term removal of the F Route would not be visible or barely perceptible due to distance and screening by intervening hedgerows and trees. If visible, receptors would have occasional views eastwards of at-height works to construct the proposed 400kV overhead line, just perceptible above trees and in a very small proportion of limited views. Overall the magnitude of visual effects would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from filtered distant views. Partial glimpsed views of the proposed 400kV overhead line supported with the taller T-pylons may become visible in the distance above tree canopies but these views are largely filtered by intervening field boundary trees and hedgerows. Overall the magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.13	N/A
B2.14a	Residential Property, Road	View from the B3139 Church Road near properties in Watchfield, representative of views from Church Road and adjacent properties in Watchfield	High Medium	Local	Medium	1970m	There are open lower and upper storey views across the road and over adjacent farmland, divided by field boundary hedgerow and trees and including a group of trees in part of the view. The Bridgwater to Weston-super-Mare low voltage overhead line runs across the view on lattice pylons and is clearly visible with the majority of each 132kV pylon visible above hedgerow and trees, and visible against the sky. A timber pole overhead line is visible across the view in the foreground. The factory at East Huntspill is also a feature in view.	During construction: Negligible In the short-term at-height works relating to the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in the distance above intervening mature hedgerow and trees. In the majority of views, proposed works would be barely perceptible comprising a very small proportion of the view. Overall receptors would experience a negligible magnitude of effect. During operation: Negligible In the short and medium-term the F Route would be removed from views, and the proposed 400kV overhead line would be introduced into views supported with the taller T-pylons but on an alignment further east than the F Route removed. The proposed 400kV overhead line would be perceptible across the view and above field trees and hedgerows, and would be perceptible beyond the Bridgwater to Weston-super-Mare low voltage overhead line and East Huntspill factory pylon. The Proposed Development would result in a very low alteration to views overall. The magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.14a	VPB25

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B2.14b	Residential Property, Road	View from Southwick Road north of a property named Tawyn, representative of views from Southwick Road and individual properties on the northern section of Southwick Road	High Medium	Local	Medium	1970m	Open and transient views are possible southeast across farmland and from the farm properties. The F Route is visible but partially filtered and screened by mature field trees and hedgerows along field boundaries. There is also partial filtering by private garden trees.	During construction: Low adverse In the short-term at-height works to construct the proposed 400kV overhead line in the distance beyond the F Route, and works to dismantle the F Route would be filtered and partially screened by intervening mature trees. Construction works would comprise a small or very small proportion of the view affected. Given the distance and proportion of the view affected the magnitude of visual effects would be no greater than low adverse. During operation: Low beneficial In the short and medium-term the F Route would removed from across the view, and the proposed 400kV overhead line supported with the taller T-pylons would be barely perceptible or not visible further away in views, filtered and screening in places by intervening trees and hedgerow. Overall, the magnitude of visual effects would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	B2.14b	N/A
B2.15	Residential Property, Public Right of Way and Road	View from Dutch Road near Elm Tree Cottage, representative of views from properties, PRoW and roads northwest of Mark	High Medium	Local	Medium	1440m	Views east from Elm Tree Cottage are open from rear lower and upper storey windows across fields with intervening field boundary trees and hedgerows. The Bridgwater to Weston-super-Mare low voltage overhead line runs across the view in close proximity with pylons located in property field but oblique with conductors in the direct view. The F Route visible in distance above field trees and only top quarter of pylons visible partially screened by trees.	During construction: Negligible In the short-term at-height works relating to removal of the F Route and the construction of the proposed 400kV overhead line further away in the view would be barely perceptible. Given the distance and proportion of the view affected the magnitude of visual effects would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced into the view on alignment further to the east of the F Route, which would be removed from the view. The proposed 400kV overhead line supported with the taller T-pylons generally would be visible in a very small proportion of the view and would result in a very alteration to existing views. Overall the magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.15	N/A
B2.16	Road	View from Burnham Moor Lane, representative of views between the M5 motorway and Watchfield	High Medium	Local	Medium	2380m	There are open views east, southeast and northeast between the M5 and Magnolia House. Views are possible across fields with intervening hedgerows and trees in the distance. The Bridgwater to Weston-super-Mare low voltage overhead line on lattice pylons is visible above field trees in the distance and across most of the view. The F Route is perceptible in occasional very distant view above trees and properties with top quarter of pylons visible. The F Route is visible beyond the Bridgwater to Weston-super-Mare low voltage overhead line. A single pylon on the F Route is visible in direct views southeast along road. Between Magnolia House and Watchfield there are no views due to mature trees and properties and the farm.	During construction: Negligible In the short-term at-height works including the removal of the F Route and construction of the proposed 400kV overhead line would be barely perceptible in the distance above intervening trees. Ground level operations would be screened by trees and hedgerow. The magnitude of visual effects would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed and replaced with the proposed 400kV overhead line on a similar alignment, although further to the east where it passes over Mark Causeway. The proposed 400kV overhead line would be visible to east, southeast and northeast above field trees in oblique and direct views. The taller T-pylons would be more visible than the F Route but seen beyond the Bridgwater to Weston-super-Mare low voltage overhead line closer in the view. The Proposed Development would result in a very low alteration to the existing views. The magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.16	N/A
B2.17	Residential Property, Road	View on Harp Road adjacent to Poplar Farm near Northwick, representative of views from farm properties and roads	High Medium	Local	Medium	1460m	There are views east and northeast across fields with the F Route visible above field trees and hedgerows in the distance. Views are obscured in places by farm buildings and only upper storey views available from the rear. The Bridgwater to Weston-super-Mare low voltage overhead line on lattice pylons is visible in close proximity with a pylon directly in the view. Views southeast along Harp Road are heavily filtered by roadside trees and field trees. The F Route is not visible from these receptors.	During construction: Negligible In the short-term at-height works to dismantle the F Route would be barely perceptible in limited views and construction activities associated with the proposed 400kV overhead line would be largely obscured by farm buildings, trees and hedgerow. The magnitude of effect in views overall would be negligible. During operation: Low adverse In the short and medium-term the F Route would be removed from views and the proposed 400kV overhead line would be introduced on a similar alignment to east and northeast, and would be perceptible above field trees and hedgerows. To the southeast the proposed 400kV overhead line may become visible in places above trees but would be largely obscured and seen further away in the view. Overall the Proposed Development would result in a low alteration to the existing view, resulting low adverse magnitudes of effect. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.17	N/A
B2.18	Residential Property, Hotel	View from the Battleborough Grange Hotel, representative of views from the hotel and properties in the area including the café and property on lower ground adjacent to the A38	High Medium	Local	Medium	2830m	Views eastwards are available, with some screening provided by evergreen trees within the hotel grounds. Open views are available across the hotel grounds, the A38, farmland and the M5. A dense row of evergreen and deciduous trees run alongside the A38 and M5. The Bridgwater to Weston-super-Mare low voltage overhead line (closer in views) and the F Route is visible in the distance (on lower ground) between and above trees along roads and running across the Somerset Levels and Moors. On the Bristol Road near to the entrance to the Battleborough Hotel views are available at the same level as the M5. There is increased screening in views to the F Route due to the lower elevation. Filtered transient views are available from the A38 due to motorway trees.	During construction: Negligible In the short-term at-height works to construct the proposed 400kV overhead line and to dismantle the F Route would be barely perceptible in the distance above and between intervening hedgerow and trees. The magnitude of visual effects would be negligible. During operation: Negligible In the short and medium-term the F Route would be replaced with the proposed 400kV overhead line supported with the taller T-pylons, on a similar alignment to the F Route removed. Due to distance, and intervening filtering and screening in views already comprising the Bridgwater to Weston-super-Mare low voltage overhead line (closer in views), and the F Route, the proposed 400kV overhead line would result in a very low alteration to the existing view. The magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.18	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B2.19	Road	View from the A38 Bristol Road over the M5 Motorway. Representative of road users.	Medium	Local	Medium	1550m	Transient elevated views are possible from the A38 road bridge, with screening by dense bridge embankment trees. Direct views are available of the F Route from the A38. View south and southeast include the F Route extending south towards Mark and beyond. The F Route pylons are seen above trees in the distance looking south down the M5. The F Route is backgrounded by higher ground to the east. Backgrounding is also provided by dense tree and hedgerow cover on the Somerset Levels and Moors. The F Route is visible between trees in middle distance and above individual property including The Paddock. The view includes the Bridgwater to Weston-super-Mare lower voltage overhead line west of the M5 closer in the view and including angle pylon adjacent to M5. Mark church is visible in the distance. The north the view is elevated and open from the A38 road bridge. Mature trees in the vicinity of the service station on the east side provide screening in the view towards the Mendip Hills. Mature trees in the middle distance screen the view towards the Loxton Gap and the site of the proposed South of Mendip Hills CSE, although the F Route is visible running towards the Mendip Hills west of the Webbington Hotel. There is new tree planting in foreground adjacent to the M5. Open views are available from the road towards the F Route. To the east direct open views are available along the A38 which is heavily filtered by dense embankment trees. The view includes the F Route pylon north of the A38 prominent above trees from the elevated section of the A38 over the M5. From lower ground the F Route pylon is less visible and an additional pylon is glimpsed between roadside trees.	During construction: Negligible In the short-term at-height works associated with the F Route removal and construction of the proposed 400kV overhead line would be perceptible in the distance, comprising a very small proportion of the view. Distance, filtering, screening and backgrounding would reduce the extent of works visible. Works at the site of the proposed South of Mendip Hills CSE compound would be largely screened by intervening trees and hedgerow. Overall, the magnitude of visual effects would be negligible. During operation: Low adverse In the short and medium-term the F Route would be replaced with the proposed 400kV overhead line across the distant view experienced by transient receptors. The taller T-pylons would be filtered and screened in places by trees and hedgerow on the Somerset Levels and Moors. The proposed South of Mendip Hills CSE compound is anticipated to be screened by intervening treesand hedgerow. The Proposed Development would result in a low alteration to existing views. The magnitude of visual effects would be low adverse overall. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.19a and B2.19b	N/A
B2.20	Road Residential Property	View from a minor road running south and southwest from the A38 Bristol Road. Representative of roads and properties off the A38 on the western edge of Rooks bridge	High Medium	Local	Medium	1065m	Views extending northeast to the south towards the F Route are generally open with long distance views possible of the Mendip Hills in the distance. Tall roadside reeds flank the roadside. Small glimpses of the upper part of the F Route pylons above field boundary hedgerow are available from this receptor. Mark Church is visible from this location.	During construction: Low adverse In the short-term ground level and at-height works to construct the proposed 400kV overhead line and to dismantle the F Route would be visible in the wide open view with some filtering in places by field boundary hedgerow and trees. Given the distance and low proportions of views affected for a short period of time, the magnitude of visual effects would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into the view on a similar alignment to the F Route, which would be removed from the view. The taller height of the T-pylons supporting the proposed 400kV overhead line would be perceptible. Overall the proposed 400kV overhead line would result in a low alteration to the existing view due to distance and views comprising the F Route (to be removed) and filtering and screening of the new overhead line (and partial backgrounding by the Mendip Hills to the northeast). The magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B2.20	N/A
B2.21	Public Right of Way, Residential Property	View from the PRoW running northeast towards Lake House, west of the M5 motorway	High	Local	Medium	1780m	Open oblique views are possible to the east across pasture including an open section of the M5 (and moving traffic) in the middle distance. Existing views of the F Route are seen across the Somerset Levels and Moors, south of Rooks Bridge visible against the sky and partly backgrounded by higher ground further in the east. The view is oblique to the northeast towards the Mendip Hills including Crook Peak. The view extends along the Bridgwater to Weston-super-Mare low voltage overhead line looking northeast and southwest. Visual distractions include traffic along the M5.	During construction: Negligible In the short-term at-height works associated with the construction of the proposed 400kV line and the removal of the F Route would be barely perceptible in a very small proportion of some views. Ground level construction activity would be screened in views by intervening trees and in some views by the intervening motorway carriageway and barrier. During operation: Low adverse In the short and medium-term the F Route would be removed from views and replaced with the proposed 400kV overhead line on a similar alignment. The taller T-pylons supporting the proposed 400kV overhead line would be more visible, but seen in the context of the Bridgwater to Weston-super-Mare overhead line passing over this PRoW and running in close views. Motorway traffic would also be a visible distraction in views. The South of Mendip Hills CSE compound would be screened in distant views northeast. Overall the Proposed Development would result in a low alteration to existing views. The magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.21	N/A
B2.22	Road	View from Old Bristol Road looking northeast towards the Bridgwater to Weston-super-Mare low voltage overhead line	High Medium	Local	Medium	1505m	In existing views from properties on Old Bristol Road, (at East Brent) looking northeast, the F Route is not perceptible, due to screening by hedgerows and trees in addition to the bridge (including embankment trees) over the M5 motorway. The Bridgwater to Weston-Super-Mare low voltage overhead line passes nearby and is visible in close views.	During construction: Negligible In the short-term at-height works associated with the construction of the proposed 400kV overhead line and the removal of the F Route would be partially screened by intervening roadside and field boundary hedgerow and trees, and would be barely perceptible due to distance and backgrounding by the Mendip Hills including Crook Peak. Motorway traffic is a visual distractionin some views. The magnitude of visual effects would be negligible. During operation: Low adverse In the short and medium-term the taller T-pylons supporting the proposed 400kV overhead line are anticipated to be perceptible in the distant view. The South of Mendip Hills CSE compound would be screened in the view but the compound location may be identifiable in the view where the proposed 400kV overhead line terminates. The F Route would be removed from views, although it is barely perceptible or not visible at present. The propsoed 400kV overhead line would result in no greater than a low alteration to the existing view. The magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.22	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B2.23	Residential Property, Road and Public Right of Way	View from White House Lane adjacent to the northern end of PRoW AX1777 north of Edingworth, representative of views from White House Lane, and adjacent properties and PRoW	High and Medium	Local	Medium	1875m	Intervening hedgerow and trees screen the M5 motorway and partially screen and filter the lower elevations of the 132kV pylons on the F Route. The F Route is perceptible across the view with backgrounding by the Mendip Hills including Crook Peak, and by high ground to the north. The F Route south of the A38 Bristol Road is screened by intervening trees. Transient views are oblique and partially screened by roadside and field boundary hedgerow.	During construction: Low adverse In the short-term at-height construction works associated with the construction of the proposed 400kV overhead line and the South of Mendip Hills CSE compound (and associated with the removal of the F Route beyond) would be perceptible in generally low proportions of the view above intervening hedgerows and trees. Overall the magnitude of visual effects would be low adverse. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into views on an alignment closer in views than the F Route, which would be removed. The taller T-pylons supporting the proposed 400kV overhead line would be visible above mature hedgerow and trees, and the upper part of the gantries and taller components within the South of Mendip Hills CSE compound would be perceptible in some views. The Proposed Development would result in a low alteration to existing views would including filtering, screening and backgrounding. Overall the magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	B2.23	N/A
B2.24	Public Right of Way	View from the PRoW network east and southeast of Eastertown	High	Local	Medium	2460m	In views eastwards from the PRoW network to the east and southeast of Eastertown, the F Route is largely screened by intervening field boundary hedgerows and trees. The site of the proposed South of Mendip Hills CSE compound is screened by intervening trees and hedgerow. The Mendip Hills including Crook Peak provide backgrounding in the view	During construction: Negligible In the short-term at-height works relating to the construction of the proposed 400kV overhead line and CSE compound (and the removal of the F Route) would be barely perceptible due to distance and high level of filtering, screening and backgrounding in views. Construction works would result in a very low alteration to existing views and the magnitude of visual effects would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylons would be introduced into the view but is anticipated to be no more than barely perceptible due to distance and the high level of backgrounding and filtering and screening by intervening trees and hedgerow. The upper part of some T-pylons may be glimpsed views in a very small proportion of the view. The magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.24	N/A
B2.25	Public Right of Way	View from the Mendip Hills Wild Walk 3 (Bleadon Hill) published route (also PRoW AX6/12) on the southern edge of Shiplate l	High	Local	Medium	2140m	The majority of views southeast from Shiplate towards the F Route are screened by intervening hedgerow and trees and in some places by landform. The site of the proposed South of Mendip Hills CSE compound and the route of the proposed 400kV overhead line is also screened in views.	During construction: No change In the short-term at-height works relating to the construction of the proposed 400kV overhead line works would not be visible due to distance, intervening screening and backgrounding in views. During operation: No change In the short and medium-term the proposed 400kV overhead line and the South of Mendip Hills CSE compound would not be visible, due to distance, intervening screening and backgrounding in views. After 15 years: No change In the long-term views of the Proposed Development would remain the same as those on completion.	No change	No change	No change	B2.25	N/A
B2.26	Public Right of Way, Road	View from PRoW AX12/33 on Drove Way between Kingsway and Perry Road, representative of views from PRoW and roads in the area looking northwest across Binham Moor	High	Local	Medium	1955m	Views extend across farmland and above hedgerow, which flanks both sides of the track. The F Route is visible running north looking northwest along this overhead line. The F Route is perceptible to the southwest above intervening trees and hedgerow, although views are screened in places by dense tall mature trees. Brent Knoll and the Mendip Hills are seen as higher ground beyond the F Route.	During construction: Negligible In the short-term at-height works would be perceptible along the route of the proposed 400kV overhead line and along the F Route, barely perceptible, generally comprising a very small proportion of the view above intervening hedgerow and trees. During operation: Negligible In the short and medium-term the proposed 400kV overhead line using the taller T-pylons would be introduced into views above intervening hedgerow and trees, comprising a very small proportion of views overall on a similar alignment to the F Route, which would be removed from views. Overall the magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.26	VPB13
B2.27	Public Right of Way	View from PRoW AX12/1 on Allerton Moor	High	Local	Medium	2480m	Existing view from PRoW on Allerton Moor looking west towards the F Route. The F Route just visible in the distance above intervening mature hedgerow and trees with the Mendip Hills visible in the distance.	During construction: Negligible In the short-term there would be glimpsed views of at-height construction activities above hedgerows and trees, comprising a very small proportion of views generally. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced into the view on a similar alignment to the F Route, which would be removed from views. The taller T-pylons supporting the proposed 400kV overhead line would be barely perceptible above intervening trees and hedgerows resulting in a very low alteration to the existing view. Overall the magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.27	N/A
B2.28	Residential Property and Road	View from Quarrylands Lane north of properties on the northern edge of Stone Allerton	High Medium	Local	Medium	2375m	Views from rear upper storey property views are filtered and screened by mature garden trees. The view is long distance across the Somerset Levels and Moors. The F Route is screened by intervening trees. The Mendip Hills are also visible to the northwest.	During construction: Negligible In the short-term glimpsed views of at-height construction works are anticipated, due to distance, filtering and backgrounding. Construction works would result in a negligible magnitude of effect in views. During operation: Negligible In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylons would be visible above trees and occasionally against the skyline. Partial filtering would be provided by trees and hedgerow and backgrounding provided by landform beyond. Overall the magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.28	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B2.29	Residential Property, Road	View from Homestead Farm and the rural road between Homestead Farm and Long Acre	High Medium	Local	Medium	2620m	Open view across the Somerset Levels and Moors. The F Route is perceptible above trees and seen in the distance backgrounded by the Mendip Hills and backgrounded in the more oblique view by Brent Knoll.	During construction: Negligible Due to distance filtering and backgrounding, there would be glimpsed views of at-height construction works in the short-term. Works would be barely perceptible and would result in a negligible magnitude of effect in views. During operation: Low adverse In the short and medium-term the F Route would be removed and replaced by the proposed 400kV overhead line which would be more perceptible in the view above field trees and in the middle to far distance views. The proposed 400kV overhead line north of the A38 Bristol Road is not anticipated to be perceptible. The Proposed Development is anticipated to result in no greater than a low alteration to existing views. The magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.29	VPB14
B2.30	Residential Property, Public Right of Way	View from PRoW AX26/7 west of Badgworth Court, representing views from PRoW and properties on higher ground.	High	Local	Medium	2165m	Open views are possible from PRoW AX26/7 but mature trees along the eastern boundary of Sherwood Farm filter and screen views towards the Somerset Levels and Moors on lower ground. The F Route is perceptible across the view above trees, with some backgrounding provided by the Somerset Levels and Moors. The view extends northwest towards Loxton Gap but intervening trees screen pylons and the site of the proposed South of Mendip Hills CSE compound. Badgworth Church spire is visible in the view. Bedworth Court views are also filtered by mature trees in the middle distance. Lower storey view partly screened by hedgerow.	During construction: Negligible In the short-term at-height works would be barely perceptible in views due to distance, filtering and backgrounding. Works would be barely perceptible and would result in a negligible magnitude of effect in views. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced into the view on a similar alignment to the F Route, which would be removed from views. The taller T-pylons and solid cross arm would more perceptible above field trees than the F Route. The South of Mendip Hills CSE compound would be screened by mature trees and hedgerow. Overall, given the very alteration anticipated in existing views, the magnitude of visual effects would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.30	N/A
B2.31	Churchyard, Residential Property and Road	View from Badgworth Church and adjacent road to the north, representing views from churchyard, properties, road on higher ground.	High Medium	Local	Medium	1940m	Views from churchyard on elevated ground across pasture (with mature trees) down and across the Somerset Levels and Moors divided by managed hedgerow. Field boundary hedgerow and trees are taller and more dense in the middle distance screening the F Route. The F Route is perceptible across the view above hedgerow and trees with pylons backgrounded by higher ground beyond including Brent Knoll. A steel lattice pylon is visible against the sky. In the view northwest towards the Mendip Hills including Crook Peak, the F Route and the site of the proposed 400kV overhead line are screened by intervening property and dense tree cover. Motorway traffic glimpsed in views.	During construction: Negligible In the short-term at-height works relating to the construction of the proposed 400kV overhead line and removal of the F Route would be barely perceptible due to distance, intervening screening and backgrounding. The magnitude of effect would be negligible. During operation: Low adverse In the short and medium-term the proposed 400kV overhead line would be introduced into the view on a similar alignment and across a similar extent of the view than the F Route, which would be removed from the view. The taller T-pylons would be more perceptible above screening by trees and hedgerow than the F Route, resulting in no greater than a low alteration to the existing view. The South of Mendip Hills CSE compound would be screened by intervening tree cover. The Proposed Development would result in a low alteration to the existing view comprising a small proportion of the view. The magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Minor adverse	Minor adverse	B2.31a and B2.31b	VPB15
B2.32	Road and Residential Property	View from the A38 Bristol Road layby near Badgworth Bow Farm	High Medium	Local	Medium	2620m	Motorist views are screened by hedgerow along a layby. In places views extend over foreground hedgerow. Oblique views northwest across farmland are possible with hedgerow and trees along field boundaries across the view screening the F Route within the northern part of Section B. The upper part of the F Route is perceptible from more open and distant sections of the A38. The Mendip Hills including Crook Peak and the Loxton Gap are features of the view and provide backgrounding where the upper part of the F Route is perceptible.	During construction: Negligible In the short-term glimpsed views of at-height works are anticipated, due to distance, intervening filtering and screening, and backgrounding by landform. The scale of change from the existing view would be barely perceptible and the magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from views and the proposed 400kV overhead line would be introduced into a smaller extent of the view and supported with the taller T-pylon with a solid central column and cross arm. The T-pylons on the proposed 400kV overhead line are anticipated to would be more visible above intervening hedgerow and trees, but comprising a very small proportion of views, including transient motorist views. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.32	N/A
B2.33	Public Right of Way	View from PRoW north of the A38 Bristol Road at Lower Weare	High	Local	Medium	2900m	Receptors have open views with filtering and screening by hedgerow and trees along the field boundary in the middle distance of the view. Glimpsed views of the F Route including 132kV pylon are available but the F Route is predominantly screened by mature field trees. The site of the proposed South of Mendip Hills CSE compound is screened by intervening hedgerow and trees.	During construction: Negligible In the short-term glimpsed views of at-height works are anticipated in a very small proportion of views due distance, intervening screening and backgrounding. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from views and the proposed 400kV overhead line would be introduced into part of the view supported with the taller T-pylon with a solid central column and cross arm. The T-pylons on the proposed 400kV overhead line are anticipated to would be more visible between and above intervening hedgerow and trees, but comprising a very small proportion of views overall. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.33	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km of the LoD for the Proposed Development in Section E

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B2.34	Public Right of Way	View from PRoW AX15/3 west of Cross Lane	High	Local	Medium	1110m	Views west across pasture with mature trees along field boundaries. Glimpsed views are available towards the F Route (and Brent Knoll) including a 132kV pylon in a gap in-between mature trees. The F Route is predominantly screened by intervening trees and hedgerow. Views from rear lower and upper storey windows and from PRoW near Cross are available. Generally open views from rear of properties. Some filtering and screening is provided by garden trees. The site of the proposed South of Mendip Hills CSE compound is screened by intervening field boundary hedgerow and trees.	During construction: Negligible In the short-term glimpsed views at-height works are anticipated in a very small proportion of views due distance, intervening screening and backgrounding. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced into the view however views would be glimpsed in a very small portion of the view (may not be visible from properties). Limited views of the proposed 400kV overhead line may be possible above mature trees in rear property iews. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.34	N/A
B2.35	Roadside Viewpoint	View from a car park viewpoint on Webbington Road near the start of a PRoW to Crook Peak	High	Local	Medium	1110m	Views looking southwest and south across the Somerset Levels and Moors towards the F Route discernible above field trees and hedgerow and where backgrounding is more distant. Elevated view extend southwards across the Somerset Levels and Moors towards Puriton Ridge in the distance, and include Brent Knoll, a feature of views.	During construction: Negligible In the short-term at-height works would be discernable due to the elevated nature of views across the Somerset Levels and Moors. Construction works including for the South of Mendip Hills CSE compound and the installation of proposed 400kV underground cables in the northern part of Section B would result in a very low alteration to the existing view. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from the view and the proposed 400kV overhead line introduced into the view. The proposed 400kV overhead line would be supported with the taller T-pylon with a solid central column and cross arm. The T-pylon would be more visible above hedgerow and trees with backgrounding by more distant landform (compared to the 132kV steel lattice pylons on the F Route) resulting in a very low alteration to the existing view. The proposed 400kV overhead line would be backgrounded by the Somerset Levels and Moors and higher ground beyond and the lower elevations screened and filtered by trees and hedgerows. The South of Mendip Hills CSE compound would be just perceptible in the distant view towards the northern part of Section B backgrounded by the Levels and Moors beyond and comprising a very small proportion of the view. Overall the Proposed Development would result in a very low alteration to the existing view. The magnitude of change would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B2.35	VPC1

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Valued views beyond 3km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref.	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B3.1	Public Right of Way and Residential Property	View from PRoW on Pawlett Hill between Gaunts Road and Chapel Road, representative of views from PRoW and properties on Pawlett Hill.	High	Local	Medium	4375m	Long distance panoramic views are possible from the top of Pawlett Hill. Brent Knoll is a feature of views to the northeast and the Mendip Hills are visible in the far distance. Distant views also include the Severn Estuary, Glastonbury Tor and the existing Hinkley Point Power Station Complex. The ZG Route is visible to the east and west running towards the existing Hinkley Point Power Station Complex with views along this existing 400kV overhead line. Views extend towards the Somerset Levels and Moors on lower ground over and between properties on higher ground. The F Route is not visible.	During construction: No change In the short-term removal of the F Route and construction of the proposed 400kV overhead line is unlikely to be visible due to intervening properties and trees. There would be no change to the view. During operation: No change In the short and medium-term removal of the F Route from the view would not be perceptible resulting in no change to the view. The proposed 400kV overhead line supported with T-pylons would also not be perceptible in distant expansive views beyond landform, properties and intervening trees. After 15 years: No change In the long-term views of the Proposed Development would remain the same as those on completion.	No change	No change	No change	B3.1	N/A
B3.2	Residential property and Road	View from the A38 Pawlett Road at the junction with Manor Road, representative of views from properties and roads on the eastern edge of Pawlett	High Medium	Local	Medium	3740m	Open long distance views are possible east and northeast across the Somerset Levels and Moors towards the Mendip Hills to the northeast. The ZG Route is clearly visible in views across the Somerset Levels and Moors with views extending into the distance along this 400kV overhead line. The F Route is visible on the top of Puriton Ridge with 132kV pylons visible across the Somerset Levels and Moors but only the upper parts of the pylons. Landform of Walpole Landfill Site screens part of the lower part of the view to the northeast. The site of committed development ID 23, (construction and use of the proposed anaerobic digestion development), would potentially be perceptible in views east, located to the north of the existing Walpole Landfill Site.	During construction: Negligible In the short-term the F Route would be removed from the top of Puriton Ridge and above trees across the Somerset Levels. At-height works relating to the construction of the proposed 400kV overhead line may be apparent in distant views towards the top of Puriton Ridge and down the ridge towards the proposed connection to the ZG Route perceptible in the view. At-height works for the proposed 400kV overhead line may be visible above landform and trees in views northeast and towards the distant Mendip Hills. During operation: Negligible In the short and medium-term the F Route would be removed from the top of Puriton Ridge and above trees across the Somerset Levels and Moors. The proposed 400kV overhead line supported with the taller T-pylons would be introduced into distant views on the top of Puriton Ridge and down ridge towards the proposed connection to the ZG Route visible. The upper part of the proposed 400kV overhead line may be visible above landform and trees in views northeast and towards the distant Mendip Hills. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.2	N/A
B3.3	Residential Property, Public Right of Way, National Cycle Route, Road	View from the PRoW between A38 Huntspill Road and New Road, representative of views from properties, PRoW, National Cycle Route 33 Stop Line Way and roads in Alstone and West Huntspill to the south of Highbridge	High Medium	National Local	High Medium	4405m	Open views are possible across fields towards the railway line with intervening field boundary hedgerows. There are mature trees and hedgerow along the M5 motorway in the distance. The F Route is not perceptible. Views are generally more obscured closer towards the railway.	During construction: No change In the short-term works relating to the construction of the proposed 400kV overhead line and the removal of the F Route are not anticipated to be visible due to distance and intervening trees and hedgerow, and would result in no change to the existing views. During operation: No change In the short and medium-term the F Route would be removed from views; however as it is not visible in the existing view there would be no change to the existing views. The proposed 400kV overhead line supported with T-pylons or alignment to the east of the F Route (which would be removed from views) would not be visible due to distance and screening by intervening trees along field boundaries and along the motorway corridor. There would be no change to existing views. After 15 years: No change In the long-term views of the Proposed Development would remain the same as those on completion.	No change	No change	No change	B3.3	N/A
B3.4	Residential Property, Public Right of Way, Road	View from 14 Bluebell Cottage on Isleport Lane, representative of views from properties, PRoW and roads on the eastern edge of Highbridge	High Medium	Local	Medium	3485m	Open rear upper storey views across rising farmland towards field boundary hedgerow with the M5 motorway beyond. The F Route not perceptible from this location.	During construction: No change In the short-term works relating to the removal of the F Route and construction of the proposed 400kV overhead line is unlikely to be visible due to belts of intervening trees across a distance. The proposed construction works would result in no change to the existing views. During operation: No change In the short and medium-term the F Route would be removed from views; however as it is not visible in the existing view there would be no change to the existing views. The proposed 400kV overhead line supported with T-pylons or alignment to the east of the F Route (which would be removed from views) would not be visible due to distance and screening by intervening trees along field boundaries and along the motorway corridor. There would be no change to existing views. After 15 years: No change In the long-term views of the Proposed Development would remain the same as those on completion.	No change	No change	No change	B3.4	N/A
B3.5	Public Right of Way and Viewpoint	View from a footpath (east of PRoW AX17/16) on the top of Brent Knoll looking northeast and east	High	Local	Medium	3105m	On the approach to the summit, views east are shortened by trees through Shiptons copse and along field boundaries and restricted to the north and south by topography. There are open 360° panoramic views available from the summit across the Somerset Levels and Moors with the Mendip Hills to the north and views extend northeast through Loxton Gap into the Lox Yeo Valley within the Mendip Hills AONB. Views south include Puriton Ridge (the Polden Hills). Higher ground above the Levels and Moors is perceptible to the east. The existing Hinkley Point Power Station Complex is identifiable to the southwest beyond the River Parrott and Severn Estuary. The M5 motorway and the A38 are visible as linear manmade features in the view. The F Route is barely perceptible in elevated views looking down and across the Somerset Levels and Moors, due to distance, and backgrounding by farmland and trees and hedgerow beyond. Field boundary hedgerow and trees also provide partial screening and filtering of the F Route. The Bridgwater to Weston-super-Mare low voltage overhead line is just perceptible closer in views in front of the M5 motorway.	During construction: Negligible In the short-term works relating to the construction of the proposed 400kV overhead line and the removal of the F Route would be visible in a very small proportion of the wide panoramic view with backgrounding by farmland and landform beyond due to the elevated nature of the view. Works relating to the installation of proposed 400kV underground cables and construction works at the South of Mendip Hills CSE compound, (and the temporary Hams Lane compound adjacent) would be barely perceptible to the northeast, in the context of the M5 motorway and in a very small proportion of the overall view. The magnitude of the visual effect would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylons across Section B and the South of Mendip Hills CSE compound to the northeast would be barely perceptible due to distance and backgrounding by farmland in elevated views, and due to filtering and screening by intervening hedgerow and trees. The F Route would be removed from views including views towards Loxton Gap and the Lox Yeo valley in the far distance. The Proposed Development would result in a very low alteration to the existing panoramic and far reaching view, and the scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would predominantly remain the same as those on completion. Mitigation planting to the west and south of the proposed CSE compound would provide more effective screening of this new site-specific electrical infrastructure in elevated views.	Negligible	Negligible	Negligible	B3.5	VPB12

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Valued views beyond 3km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref.	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B3.6	Public Right of Way	View from a PRoW on the northern slopes of Brent Knoll	High	Local	Medium	3240m	Existing views from this PRoW are elevated and open to the northeast extending over development at East Brent towards the flat low lying and expansive Somerset Levels and Moors beyond. The Mendip Hills including Crook Peak and Loxton Gap are visible in the distance and views extend further into the distance into the Lox Yeo valley. The F Route is indistinguishable due to distance and backgrounding by the Somerset Levels and Moors and the Mendip Hills beyond. A short section of the Bridgwater to Weston-super-Mare low voltage overhead line is perceptible in closer views northeast beyond East Brent. Views from other PRoW on the northern slopes of Brent Knoll include filtering and screening by intervening field boundary trees limiting views towards the Somerset Levels and Moors in Section B.	During construction: Negligible In the short-term works relating to the removal of F Route and the construction of the proposed 400kV overhead line would be barely perceptible due to intervening filtering and screening, and backgrounding by farmland and landform and higher ground. Works at the site of the proposed South of Mendip Hills CSE compound and relating to the installation of proposed 400kV underground cables would be barely perceptible due to distance and intervening screening by hedgerow, trees and landform. Overall the magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylon with its solid central column and cross arm would be perceptible above intervening hedgerow and trees with backgrounding by farmland and the Mendip Hills. The Proposed Development would result in a very low alteration to the overall view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.6	N/A
B3.7	Church (yard)	View from Church and cemetery on Brent Road in Berrow	Medium	Local	Medium	7895m	Receptors have intermittent distant views eastwards from the Church grounds. The view from the PRoW is behind the church next to Burnham and Berrow Golf Course. There are no views from the church windows due to elevation. Very distant oblique views east are possible towards the F Route, not perceptible in views. The Bridgwater to Weston-super-Mare low voltage overhead line is perceptible above trees and built form running on an alignment closer in views than the distant F Route. Lattice pylons are fully backgrounded by the Mendip Hills reducing their visibility.	During construction and operation: No change The scale of change from the existing view would not be perceptible for these receptors.	No change	No change	No change	B3.7	N/A
B3.8	Residential Property, Road	View from Grass Road in Brea, representative of properties and roads	High Medium	Local	Medium	7695m	Receptors from Grass Road currently experience views of single storey residential properties set within a wooded backdrop towards the Mendip Hills. Views are possible from a local high point looking east towards Compton Bishop. The F Route is not distinguishable due to distance and heavy filtering by trees, and built form.	During construction and operation: No change The scale of change from the existing view would not be perceptible for these receptors.	No change	No change	No change	B3.8	N/A
B3.9	Public Right of Way, Local Nature Reserve and car park	View from PRoW AX7/16 on the top of the cliff at Brea Down, leading up from Brea Down Bird Garden; and View from the car park at Brea Down	High Medium	Local	Medium	8835m	Existing views are panoramic and far reaching, available from the top of Brea Down peninsula. Views are possible across the Bleadon Levels as far as Compton Bishop. The F Route is perceptible in part of the distant view; however 132kV pylons are heavily filtered due to the settlement pattern and existing woodland. There is backgrounding in the view by the Mendip Hills. From the car park at Brea Down looking east towards the Bridgwater to Weston-super-Mare low voltage overhead line and towards the F Route in the far distance.	During construction and operation: No change The scale of change from the existing view would not be perceptible for these receptors.	No change	No change	No change	B3.9	N/A
B3.10	Residential Properties and Public Right of Way	View from Cross Lane (A38) on the western edge of Axbridge orientated southwest and properties on Howlgate Way on the western edge of Axbridge Road	High Medium	Local	Medium	3755m	Long distance panoramic views are possible between high ground and across farmland with screening and filtering provided by mature trees. The F Route is only partly visible above and between mature trees in a small proportion of the existing view. At Townsend Farm two storey detached properties would have front and rear open views across farmland. The F Route is barely perceptible in property views.	During construction: Negligible In the short-term distant at-height works including the removal of the F Route and construction of the proposed 400kV overhead line may be perceptible above tree canopies. Ground level operations would be screened by trees. The scale of change from the existing view would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed (only partly visible in the view) and replaced by the proposed 400kV overhead line south of the proposed underground cables route. The taller T-pylons supporting the proposed 400kV overhead line would appear more visible above intervening trees in places and on the horizon but would be partly screened by trees and backgrounded by Brent Knoll in the distance. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.10	N/A
B3.11	Cheddar Reservoir and Public Right of Way	View from the PRoW AX1/3 around Cheddar Reservoir, representative of views experienced by persons using the reservoir looking west across the Somerset Levels south of the Mendip Hills	High	Local	Medium	5720m	Receptors experience open long distance panoramic view across farmland from the elevated path around Cheddar Reservoir, which is also used for watersports. In views looking west across the Somerset Levels and Moors south of the Mendip Hills towards the F Route views are filtering by mature field trees between the Mendip Hills and high ground to the southwest. In this view the upper part of two 132kV pylons are perceptible above and between trees but the F Route is not visible.	During construction: Negligible In the short-term distant at-height works including the removal of the F Route and construction of the proposed 400kV overhead line may be perceptible above the tree canopies in a distant filtered view. Ground level operations would be screened by trees and hedgerow. The scale of change from the existing view would be negligible. During operation: Negligible In the short and medium-term a small section of the F Route would be removed from a very small proportion of the filtered distant view and partly replaced by a the proposed 400kV overhead line supported with the taller T-pylons which may be more perceptible between and above trees. After 15 years: Negligible In the long-term views of the proposed 400kV overhead line would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.11	N/A
B3.12	Public Right of Way, Residential Property	View from PRoW between Notting Hill Way and Badgworth Court representative of views from properties, PRoW and roads	High Medium	Local	Medium	3100m	There are no views where the PRoW runs west of Notting Hill Way due to screening by undulating topography and intervening trees and hedgerow. From slightly higher ground the view extends northwest through a field gate obliquely towards the Loxton Gap footbridge over M5 which is visible in the distance. Views are experienced from higher ground before descending to Badgworth in the long distance and are panoramic with the F Route is visible above trees with backgrounding by Brent Knoll and the Somerset Levels and Moors.	During construction: Negligible In the short-term possible glimpsed views may be possible of at-height works associated with the construction of the proposed 400kV overhead line from higher ground on this PRoW. The scale of change from the existing view would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would replace the F Route and would appear more visible due to increased height, though it would be partly screened due to tree lines and topographical variation. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.12	N/A

APPENDIX 7B: SECTION B SOMERSET LEVELS AND MOORS SOUTH VISUAL ASSESSMENT TABLES

Valued views beyond 3km of the LoD for the Proposed Development in Section B

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
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The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref.	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed 400kV Overhead Line	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
B3.13	Residential Property, Road	View from Notting Hill Way at the junction with Dunkerry Road, representative of views from properties and roads	High Medium	Local	Medium	3225m	Open views are currently experienced west from Notting Hill Way across fields to Brent Knoll. Field trees and hedges transverse undulating fields which obscure parts of the F Route. A small proportion of the upper parts of pylons are discernable above the horizon to the west. Backgrounding is provided by Brent Knoll and other pylons occasionally visible against sky. Upper storey property views are anticipated west towards the distant F Route with Brent Knoll beyond.	During construction: Negligible In the short term high level construction works may be visible where pylons are seen against the sky. In the short term possible glimpsed views may be possible of at-height construction works associated with the proposed 400kV overhead line where pylons are seen against the sky. The scale of change from the existing view would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would replace the F Route on a similar alignment and would appear more visible above trees due to increased height and seen against the skyline. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.13a and B3.13b	N/A
B3.14	Public Right of Way, Residential Property	View from PRoW between New Road and Rectory Hill representative of views from PRoW and properties on the western edge of Chapel Allerton	High Medium	Local	Medium	3305m	There are open views west across fields to Brent Knoll. Field trees and hedgerow in distance obscure parts of the F Route with some pylon tops just visible above the horizon to the west. Backgrounding is provided by Brent Knoll and other pylons are occasionally visible against sky. In views looking southwest towards the F Route and the route of the proposed 400kV overhead line are partially screened by hedgerows in the foreground and indistinguishable in the view due to the distance.	During construction: Negligible In the short-term at-height works may be visible where pylons are seen against the sky. Glimpsed views may be possible of at-height works associated with the construction of the proposed 400kV overhead line where pylons are seen against the sky. The scale of change from the existing view would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would replace the F Route on a similar alignment and would appear more visible above trees due to increased height and seen against the skyline. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.14	N/A
B3.15	Public Right of Way	View from PRoW AX27/777 north of Blackford	High	Local	Medium	4105m	Expansive open views west and northwest across flat fields towards Brent Knoll and the Mendip Hills beyond. Field trees and hedgerows transverse fields in the distance and obscure parts of the F Route with 132kV pylons visible above (top half of pylons) to the west and northwest. Backgrounding is provided by Brent Knoll and the Mendip Hills.	During construction: Negligible In the short-term at-height works including cranes would be just perceptible seen against the sky. Glimpsed views anticipated of at-height works associated with the construction of the proposed 400kV overhead line in particular where seen against the sky. The scale of change from the existing view would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line supported with T-pylons would be introduced into the view and the F Route would be removed from views. The taller T-pylons with the solid central column and cross arm would be more visible above field boundary hedgerow and trees, comprising a very small proportion of the overall view and resulting in a very low alteration to the existing view. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.15	N/A
B3.16	Rural Lane	View from Quab Lane, Wedmore representative of road users	High Medium	Local	Medium	5225m	Expansive open views are possible from elevated ground at Quab Lane. Existing views south and southwest across the Somerset Levels towards Puriton Ridge and the distant Quantock Hills beyond. In views west Brent Knoll in visible beyond and views are available north to the Mendip Hills. Views experienced are long distance and expansive. The F Route is not visible generally but occasional 132kV pylons are only just discernable on the top of the ridge, but the ZG Route is just visible in places to the southwest near Puriton Ridge. The top of Puriton Ridge is seen in views. Trees filter and obscure views in places. The factory chimney at East Huntspill is also visible from this location.	During construction: Negligible In the short-term at-height works would be perceptible where pylons are seen against the sky. Glimpsed views anticipated of at-height works associated with the construction of the proposed 400kV overhead line perceptible against the sky. The scale of change from the existing view would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from the view. The proposed 400kV overhead line would be just visible in very distant views above trees and backgrounded by the Levels and Moors, Puriton Ridge and the distant Quantock Hills. The proposed 400kV overhead line is anticipated to be perceptible on the Puriton Ridge in a very small proportion of overall views. Views are distant and T-pylons would be barely visible and in good atmospheric conditions. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.16	N/A
B3.17	Picnic viewpoint	View from Deer Leap picnic area representative of persons at the picnic site, and walkers	High	Local	Medium	14110m	The viewpoint is east of Westbury-sub-Mendip looking west towards the F Route. Open uninterrupted panoramic distant views are possible south and west across the Somerset Levels and Moors towards the Polden Hills and the Quantock Hills beyond. Brent Knoll, Glastonbury Tor and other raised landforms are prominent features in the view. Puriton Ridge is just visible below the Quantock Hills. The F Route is not discernable due to distance and backgrounding. The Severn Estuary is visible to the west, and the M5 is only just perceptible below Brent Knoll. A single wind turbine is discernable at Wedmore.	During construction and operation: No change The scale of change from the existing view would not be perceptible for these receptors. Construction works and the operation of the proposed 400kV overhead line would not be perceptible due to distance, backgrounding and screening or filtering by intervening topography and existing mature trees.	No change	No change	No change	B3.17	N/A
B3.18	Viewpoint	View from Glastonbury Tor representative of walkers	High	Local	Medium	15485m	The existing view looking west and northwest across lower lying ground towards the F Route is open with 360° views across the surrounding landscape. Raised landform are features of the view including Brent Knoll, the Mendip Hills, the Polden Hills and the distant Quantock Hills. The F Route not discernable in this view due to distance, intervening screening and backgrounding. The existing Hinkley Point Power Station Complex is visible in the far distance.	During construction and operation: No change The scale of change from the existing view would not be perceptible for these receptors. Construction works and the operation of the proposed 400kV overhead line would not be perceptible in the wide panoramic and long distance view due to distance, screening by intervening topography and vegetation, and backgrounding .	No change	No change	No change	B3.18	N/A
B3.19	Footpath, Road and Residential Property.	View from Steart Point representative of walkers, road users and residential property	High	Local	Medium	7020m	Views looking east across flat pasture at Stert Point towards the F Route are open and panoramic. Distant views to the Mendip Hills to the northeast. Views are obscured in places by intervening trees. The ZG Route and the Bridgwater to Weston-super-Mare low voltage overhead line are partly visible closer in the view. The upper parts of 132kV pylons on the F Route are barely perceptible.	During construction: Negligible In the short-term at-height works to remove the F Route and construct the proposed 400kV overhead line would be barely perceptible or not be visible due to distance, screening by intervening trees and topography. The scale of change from the existing view would be negligible. During operation: Negligible In the short and medium-term the proposed 400kV overhead line would be introduced into views and the F Route removed; however only glimpsed views anticipated of the top of the taller T-pylons between trees would be seen dependent on weather conditions. The scale of change from the existing view would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	B3.19	N/A

Appendix 7C – Section C: Visual Assessment Tables

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.F1	Public Right of Way	PRoW AX 21/2 running west of Loxton on higher ground and southwest towards a minor road on lower ground	High	National	High	470m	There are filtered views from PRoW AX 21/2 looking south and southeast towards the route of the proposed 400kV underground cables on the Somerset Levels south of the Mendip Hills, and towards the route of the proposed 400kV overhead line to the south. Views are open at field openings; however intervening tree and hedgerow provides some filtering and screening in the view. Some views south from this PRoW are screened by foreground field hedgerow or intervening trees and hedgerow. Visibility of the F Route varies from this PRoW. Views from the northern section of this PRoW include the F Route running south towards Rooks Bridge and Tarnock with some filtering and backgrounding in the view. In other views the F Route is not visible or only the upper part of the F Route in seen due to screening and heavy filtering by trees and hedgerows on field boundaries. The site of the proposed South of Mendip Hills CSE compound is screened by a road bridge embankment and intervening trees.	During construction: Low adverse In the short-term construction activity associated with the installation of the proposed underground cables and associated with the construction of the proposed 400kV overhead line and the removal of the F Route, in particular at-height works, would be perceptible in views south and southeast towards Section B, above intervening trees and through gaps in field boundary hedgerow. Given the distance of construction works and proportions of the view affected, the magnitude of effect in PRoW views overall would be low adverse. During operation: Low adverse The upper part of the proposed 400kV overhead line and the proposed CSE compound in Section B would be visible from elevated sections of this PRoW in a small part of the distant filtered view south and southeast. The F Route would be removed from some views from this PRoW resulting in a low beneficial effect in the view where the Proposed Development is not visible. The Proposed Development would result in a low adverse magnitude of effect in PRoW views overall. After 15 years: Low adverse Long-term views would be similar to those anticipated in the medium-term.	Minor adverse	Minor adverse	Minor adverse	C1.4 and C1.5	VPC15
C1.F2	Public Right of Way	PRoW AX 21/1 running southeast down Loxton Hill and south towards Hillview Road in Loxton (also part of the West Mendip Way long distance route assessed in ES Volume 5.7.1 Visual Effects)	High	National	High	500m	Open views extend south from part of this PRoW northwest of Loxton, across the southern slopes of Loxton Hill towards the flat low lying Somerset Levels and Moors in Section B. Views towards the Proposed Development in Section B from the northern most part of this PRoW (in 1km) are restricted by landform. Views from the southern part of this PRoW are screened by trees, hedgerow and property enclosing the view. There are no views east towards the Lox Yeo valley due to woodland and landform screening. Open views are elevated, panoramic and long distance extending towards Brent Knoll and the Polden Hills (including Puriton Ridge) in the distance. This open view south includes the M5 motorway and motorway traffic, and foot and road bridges over the M5 are visible. The F Route, and the site of the proposed CSE compound are perceptible beyond the M5, comprising a small part of the view. The F Route is completely backgrounded by farmland, hedgerows and trees, reducing its visibility in the view, and the F Route becomes indistinguishable as it runs south into the distance.	During construction: Low adverse In the short-term a low adverse magnitude of effect would be experienced in open views south towards the Proposed Development in Section B. Works associated with the construction of the proposed CSE compound, proposed 400kV overhead line and proposed 400kV underground cables and relating to the removal of the F Route would be visible in a small part of the view. During operation: Low adverse The F Route would be removed from the view extending south beyond the M5 motorway. Initially the reinstated and reseeded underground cables swathe would be barely perceptible, although the seeded swathe would quickly re-establish in the short-term. The upper part of the South of Mendip Hills CSE compound in Section B would be perceptible in the view, extending above the road bridge over the M5 motorway, with the proposed 400kV overhead line running south into the distance visible in a small part of the long distance and panoramic view from elevated sections of this PRoW. The CSE compound and the proposed 400kV overhead line would be backgrounded by the Somerset Levels and Moors beyond. The Proposed Development would result in a low adverse magnitude of effect in PRoW views overall. After 15 years: Low adverse Long-term views of the proposed 400kV overhead line in Section B would be similar to those anticipated in the medium-term. Mitigation planting proposed at the CSE compound site and on the road bridge embankment partly screening the CSE compound would have matured 15 years after completion of the Proposed Development and would provide more effective screening of the proposed CSE compound perceptible in a small part of the view.	Minor adverse	Minor adverse	Minor adverse	C1.6	VPC6
C1.F3	Public Right of Way	PRoW AX 21/7 and AX 21/4 to the east of Loxton	High	National	High	45m	Open views extend across flat farmland on lower ground at the foot of the Mendip Hills on the edge of Loxton looking northeast and east towards the other side of the valley towards Crook Peak. Views comprise traffic on the M5 motorway and the F Route is clearly visible and partly filtered and screened by woodland and mature trees along the M5 motorway and Sevier Road.	During construction: Moderate adverse PRoW AX 21/7 to the east of the M5 motorway would be managed during construction works. In the short-term a moderate adverse magnitude of effect would be experienced by users of PRoW AX 21/7 and AX 21/4. People on PRoW AX 21/7 to the east of the M5 motorway would have open and filtered views of the cable works and installation of the underground cables into trenches and open views of construction operations associated with removal of the F Route in close proximity. Given the close proximity of the works, the large proportion of view affected and the short duration the magnitude of effect would be moderate adverse. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. In the short and medium-term the removal of the F Route from a moderate proportion of the view would result in a beneficial visual effect. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering by trees and backgrounding which would minimise the scale of change from the present situation and given the proximity of receptors the magnitude of effect would be moderate beneficial. After 15 years: Moderate beneficial Long term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and replacement hedgerow in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.8	N/A
C1.F4	Public Right of Way	PRoW AX 15/1 on the lower slopes of Crook Peak, north of Webbington (the northern part of this PRoW is also part of the West Mendip Way long distance route assessed in ES Volume 5.7.1 Visual Effects)	High	National	High	165m	Views from the majority of this PRoW are heavily filtered and screened and the F Route is only glimpsed through dense hedgerows and trees along the Lox Yeo Valley through the Mendip Hills. From the northern part of the PRoW there are open views northwest at a woodland opening. Views include the F Route on lower ground along the Lox Yeo Valley and visible above hedgerows on Barton Road.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible but heavily filtered along most of the PRoW. At the northern end views would become open. Works for the proposed 400kV underground cables route would be visible in glimpsed heavily filtered views along most of the route and would become more visible at the northern end of the PRoW at the woodland opening. Underground cable work would comprise the removal of small sections of hedgerow within the working area, (which is anticipated to be barely perceptible in the view), topsoil stripping and the creation of soil heaps, cable trenches, a temporary stone haul road and post and wire fencing protecting the working area. The temporary construction compound and access roads would also be visible near Barton Road. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. There would be a low alteration to the existing view and a moderate proportion of the view (from part of the northern part of this PRoW) would be affected. There would be a low scale of change from the existing view and given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The removal of the F Route from views across the lower ground in the valley would result in a beneficial visual effect. There would be a low alteration to the existing view and a low proportion of the view would be affected for the short and medium-term. The F Route would be removed from views and there would be a low scale of change from the existing view. The magnitude of effect in views would be low beneficial. After 15 years: Low beneficial Long term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and replacement hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.12	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.F5	Public Right of Way	PRoW AX 15/6 up Crook Peak between PRoW AX15/1 near Barton Road and the top of Crook Peak (also part of the West Mendip Way long distance route assessed in ES Volume 5.7.1 Visual Effects)	High	National	High	230m	The PRoW is up Crook Peak and is through woodland along the western section at the lower part of the route. Further east the PRoW continues up Crook Peak and views become more open and expansive. There are elevated views from this PRoW as it rises and descends Compton Hill. Views of the F Route running through the valley become visible in views as this section of the PRoW ascends or descends the northern slopes of Crook Peak where there is no screening by trees and scrub. Views extend north and northeast across the valley including the M5 towards higher ground beyond at Banwell Hill. In places there are views southwest beyond vegetation and landform towards Loxton Gap with the F Route visible parallel to the M5 motorway. The F Route is fully backgrounded and is visible across a small proportion of expansive views.	During construction: Low adverse In the short-term construction activity associated with the proposed 400kV underground cables would be visible in expansive long distance views from the PRoW where it descends Crook Peak. 400kV underground cables route work would comprise the removal of small sections of hedgerow within the working area, topsoil stripping and the creation of soil heaps, cable trenches, a temporary stone haul road and post and wire fencing protecting the working area. Work associated with the removal of the F Route, including temporary scaffolding over Webbington Road would be visible in views from this PRoW. Intervening trees, hedgerow field boundaries and landform would partially filter and screen proposed cable works in the view. The construction compound and access roads off Barton Road would also be visible in places. Views typically would vary depending on trees, vegetation and landform along the route. There would be a low alteration to the existing view and a small proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The removal of the F Route from expansive views across the lower ground in the valley and towards Loxton Gap would result in a beneficial visual effect. There would be a low alteration to the existing view and a low proportion of the view would be affected for the short and medium-term. The F Route would be removed from views and there would be a low scale of change from the existing view. The magnitude of effect in views would be low beneficial. After 15 years: Low beneficial Long term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and replacement hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.13 and C1.14	N/A
C1.F5a	Public Right of Way	PRoW AX 15/20 running southwest northeast towards the summit of Crook Peak on the north side	High	National	High	610m	The PRoW is on the summit of Crook Peak on the north side. Views are expansive and distant extending north and northeast across the Lox Yeo Valley towards Banwell Hill in the distance. There are elevated views north from this PRoW towards the F Route on lower ground in the Lox Yeo Valley screened by landform. On higher ground on this PRoW views extend over landform into the valley in the distance. The F Route is perceptible to the northeast and is backgrounded by the valley fields, trees and hedgerows and is visible across a small proportion of expansive views. Views to the south are screened by the landform of Crook Peak rising up in the foreground. Landform obscures views down west towards Loxton Gap with views across the Gap to Loxton Hill.	During construction: Low adverse In the short-term construction activity associated with the removal of the F Route and installation of the 400kV underground cable works would be perceptible across the Lox Yeo Valley from elevated and expansive views north and northeast. Underground cable work visible would include the removal of small sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road, with post and wire fencing protecting the working area. Views would be distant and works would be visible in a small proportion of views. There would be a low alteration to the existing view and a small proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Negligible In the short and medium-term the F Route would be removed from expansive views along the Lox Yeo Valley. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. This would form a small proportion of expansive views. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Negligible	Negligible	C1.14 and C1.17	VPC3
C1.F5b	PRoW and Public Viewpoint	PRoW AX15/20 and viewpoint at the top of Crook Peak, on the southern slopes south of the summit	High	National	High	480m	Views are from the top of Crook Peak and are expansive and panoramic. Views southwest are distant across the Somerset Levels and Moors with Brent Knoll a visible feature within the landscape and higher ground of the Polden Hills in the far distance beyond. The F Route is visible across the Somerset Levels in Section B in front of and parallel to the M5 motorway, backgrounded by the Levels. The gap in woodland on Puriton Ridge is just perceptible in the distant view south. The majority of views towards Section C from this location are obscured by the landform of Crook Peak. Views down to Loxton Gap are available. Views include the M5 motorway and F Route visible across a small proportion of expansive views.	During construction: Low adverse In the short-term construction works associated with the removal of the F Route and the installation of proposed 400kV underground cables on lower ground in Section B and close to the southern boundary in Section C would be visible in expansive elevated and panoramic views. The construction of the proposed 400kV overhead line, the South of Mendip Hills CSE compound and the River Axe cables bridge option and construction access bridge would be perceptible in southerly views across the Somerset Levels and Moors adjacent to the M5 motorway. Underground cable work visible would comprise the removal of small sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road, with post and wire fencing protecting the working area. There would be a low alteration to the existing expansive view and a small proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low adverse On completion, the reinstated and reseeded underground cables swathe immediately south of Crook Peak would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. In the short and medium-term, the proposed South of Mendip Hills CSE compound would be introduced into a small part of the view comprising the M5 motorway adjacent, and the proposed 400kV overhead line supported by T-pylons on a similar alignment to the F Route to the south of the River Axe and backgrounded by the Levels beyond. The greater height of the proposed 400kV overhead line T-pylons and the solid central column and cross arm would be more visible against the background than the F Route removed. The South of Mendip Hills CSE compound would also be visible adjacent to the M5 motorway, partially obscured by the adjacent bridge embankments. Proposed mitigation planting to the CSE compounds would be visible and would provide some screening to the lower elevations in the short and medium-term. The River Axe cables bridge option would also be visible in a small proportion of the view. Views of the proposed 400kV overhead line in Section B would be visible into the distance above trees from the proposed CSE compound. The proposed 400kV overhead line would become barely perceptible in the distance with trees and vegetation further obscuring views. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding. There would be a low scale of change from existing expansive views and the magnitude of effect would be low adverse. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor adverse	Minor adverse	C1.16	VPC2

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.F5c	PRoW and Public Viewpoint	PRoW AX15/20 viewpoint at the top of Crook Peak, on the summit	High	National	High	595m	Views are from the summit of Crook Peak at the top with long distance panoramic views in all directions. There are expansive long distance views looking north and northeast across the Lox Yeo Valley towards Banwell Hill, Banwell Plain and Sandford Hill. The F Route is visible along the Lox Yeo Valley and is backgrounded by fields and vegetation so is visible in a small proportion of the view. As the F Route runs to the northeast the pylons become more filtered and screened at the lower elevation by field boundary hedgerows and trees and are typically visible above and backgrounded by the valley. There are also elevated views southwest across the Somerset Levels and Moors towards Brent Knoll, a feature within the landscape and towards the Polden Hills and Puriton Ridge in the far distance. The F Route is visible across the Somerset Levels in Section B in front of and parallel to the M5 motorway, backgrounded by the Levels and obscured by trees and vegetation in the distance.	During construction: Low adverse In the short-term in views south construction works associated with the removal of the F Route and the installation of proposed 400kV underground cables on lower ground in Section B and close to the southern boundary in Section C would be visible in expansive elevated and panoramic views. The construction of the proposed 400kV overhead line, the South of Mendip Hills CSE compound and the River Axe cables bridge option and construction access bridge would be perceptible in southerly views across the Somerset Levels and Moors adjacent to the M5 motorway. Underground cable work visible would comprise the removal of small sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road, with post and wire fencing protecting the working area. In views north construction activity associated with the removal of the F Route and installation of the 400kV underground cable works would be perceptible across the Lox Yeo Valley from elevated and expansive views north and northeast. Underground cable work visible would include the removal of small sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road, with post and wire fencing protecting the working area. Views would be distant and works would be visible in a small proportion of views. There would be a low alteration to the existing panoramic view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse During operation: Low adverse On completion, the reinstated and reseeded underground cables swathe immediately south of Crook Peak, in Section B, and to the northwest along the Lox Yeo Valley in Section C would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. In the short and medium-term the F Route would be removed from views south and northeast. The proposed South of Mendip Hills CSE compound and River Axe cables bridge option would be introduced into a small part of the view comprising the M5 motorway adjacent, and the proposed 400kV overhead line supported by T-pylons on a similar alignment to the F Route to the south of the River Axe and backgrounded by the Levels beyond. The greater height of the proposed 400kV overhead line T-pylons and the solid central column and cross arm would be more visible against the background than the F Route removed. The South of Mendip Hills CSE compound would also be visible adjacent to the M5 motorway, partially obscured by the adjacent bridge embankments. Proposed mitigation planting to the CSE compounds and River Axe cables bridge option would be visible and would provide some screening to the lower elevations in the short and medium-term. Views of the proposed 400kV overhead line in Section B would extend into the distance above trees from the proposed CSE compound. The proposed 400kV overhead line would become barely perceptible in the distance with trees and vegetation further obscuring views. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing expansive views and the magnitude of effect would be low adverse. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow.	Minor adverse	Minor adverse	Minor adverse	C1.17	VPC2 and VPC3
C1.F6	Public Right of Way	PRoW AX 15/6 and AX 15/21 running southeast northwest between Crook Peak and Compton Hill	High	National	High	610m	Views from these PRoWs (within 1km of the LoD for the Proposed Development) towards the F Route and the Proposed Development are obscured by landform.	During construction and operation: No change Views towards the Proposed Development during construction and operation would be screened by intervening landform.	No change	No change	No change	C1.15	N/A
C1.F7	Public Right of Way	PRoW AX 15/19 (also part of the West Mendip Way long distance route assessed in ES Volume 5.7.1 Visual Effects)	High	National	High	610m	Northerly views from this PRoW into the Lox Yeo Valley are largely screened by a stone wall to the north of this PRoW, which runs northeast southwest on the top of Compton Hill and Barton Hill. Views over the stone wall are partially obscured by landform; however in places views comprise farmland on lower ground within the valley to the south of Banwell Hill. Views also extend towards farmland on the lower slopes of Banwell Hill and towards the gap between Banwell and Sandford Hills. The F Route is not distinguishable due to the elevated and distant nature of the view. Elevated views southwest from this PRoW are partially screened by the landform of Crook Peak. In limited views towards the low lying Somerset Levels and Moors in Section B (to the south of Crook Peak), the F Route is barely distinguishable due to backgrounding and screening by trees, hedgerow and farmland beyond, and due to the panoramic and distant nature of views from this PRoW receptor.	During construction: Low adverse to negligible In the short-term construction activity associated with the installation of proposed 400kV underground cables would be perceptible in limited views down into the Low Yeo Valley comprising a small or very small proportion of the view over a stone wall. Construction works to dismantle the F Route would be barely perceptible. Construction activity associated with the proposed 400kV overhead line and the removal of the F Route on lower ground in the northern part of Section B is anticipated to be perceptible in some views but comprising a very small proportion of the panoramic and long distance view. During operation: Low adverse to negligible On completion, the reinstated and reseeded underground cable swathe and in-situ replacement hedgerow would be perceptible in limited views. The cables swathe would be perceptible as disturbed ground, in views that comprise ploughed fields for example on the lower slopes of Banwell Hill. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established within 3 to 5 years following planting works. In views southwest the proposed 400kV overhead line using the T-pylon would be perceptible in a very small proportion of some panoramic long distance views, where not obscured by landform. After 15 years: Negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term. Views of the proposed 400kV overhead line in Section B would be the same of those on completion.	Minor adverse to negligible	Minor adverse to negligible	Negligible	C1.14, C1.18 and C1.19	N/A
C1.F8	Public Right of Way	PRoW AX 15/8 and AX 15/22 running southwest northeast on higher ground between Compton Hill and Wavering Down	High	National	High	880m	Views south from these PRoWs are channelled along the valley towards Coombs Cottage. The F Route and the route of the proposed 400kV underground cable are not visible. Where these PRoW join PRoW AX 29/40 and the West Mendip Way long distance route to the north there are views towards the F Route and the route of the proposed 400kV underground cable in Section C. The F Route is backgrounded by the valley and the route of the proposed 400kV underground cables is visible running across the fields on the valley floor.	During construction: Negligible The majority of these PRoWs would be unaffected except for the north junction where at-height works associated with the removal of the F Route would be perceptible in the short-term. Underground cable works for the proposed 400kV underground cables would also be visible on lower ground. Underground cable work visible would comprise the cable trenches, soil mounds and a temporary stone road within the cable swathe. Trees and hedgerow field boundaries on the valley floor would partially filter and screen proposed cable works in the view. During operation: Negligible On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The removal of the F Route from the view to the northern section of these PRoW in views across the valley floor would result in a beneficial effect. However the majority of views from these PRoW would be unaffected. The magnitude of effect would be negligible. After 15 years: Negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated during operation in the medium term.	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.F9	Public Right of Way	PRoW on higher ground south and southeast of Barton (including PRoW AX 29/39, AX 29/23, and AX 29/40)	High	National	High	545m	There is a direct view of the F Route running across the view looking north across the valley towards Banwell Hill. 132kV pylons are backgrounded by high ground beyond. The pylons, where visible between buildings, are filtered at the lower elevations by field boundary hedgerow and trees. From a higher elevation, expansive views include the F Route across the view to the north towards Banwell Hill and towards Loxton Hill. The M5 is glimpsed between screening landform and filtering by mature woodland. Pylons are fully backgrounded, and pylons are filtered at the lower elevations by field boundary trees and hedgerows. There is a glimpsed oblique view through gaps in woodland looking down onto rolling fields. The F Route is visible in the distance, seen fully backgrounded by higher ground and filtered at the lower elevations by field boundary trees and hedgerows. The F Route is visible across the view. The pylons directly in front of the view are clearly visible. As the F Route runs to the northwest and northeast, the woodland in the foreground filters the pylons from just filtered at the base to being completely filtered/screened from view. There is an oblique view through a gap in the woodland further down the hill along the PRoW. The F Route is visible in the foreground.	During construction: Moderate adverse In the short-term at-height works associated with the removal of the F Route would be partly visible between trees which filter the view. Underground cable works for the proposed 400kV underground cables would be visible across the view from higher ground. Underground cable works visible would comprise the removal of hedgerow field boundaries within the working area, topsoil stripping and the creation of soil heaps, creation of cable trenches, and a temporary stone haul road and construction vehicle movements along access routes off Barton Road. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Overall, given the extent of some views affected by underground cable works visible within the valley and the partial alteration to the existing view, construction works would result in a moderate adverse magnitude of effect. During operation: Moderate beneficial The F Route would be removed from open views from this PRoW (including wide panoramic views across the valley) resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries with partial filtering and screening by field boundary hedgerow and trees. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow planting would have matured (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The removal of the F Route would result in a partial alteration to some views. Overall PRoW views would experience a moderate beneficial magnitude of effect. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.25 and C1.26	N/A
C1.F10	Public Right of Way	PRoW AX 3/51 and AX 29/28 running northwest southeast between Barton Road and Banwell Road	High	National	High	0m	At the northern end of the PRoW near Yarberry Farm receptors have southerly views across fields towards Compton Hill and Crook Peak. Views are filtered in places by field boundary trees and mature trees along the Lox Yeo River. The F Route is visible across the valley south of the river beyond tree filtering that partially obscures pylons. In oblique views the F Route is visible along the valley, often above intervening trees and hedgerows, and at the base of Crook Peak at Loxton Gap. Southeast of the Lox Yeo River views become more open looking southwest to northeast and include the F Route visible above hedgerows backgrounded by Loxton Hill. There are views southwest along the F Route towards Barton and Loxton Gap with the F Route visible with little backgrounding and Brent Knoll in the distance in Section B. There are also views northeast along the valley, with the F Route visible parallel to the Lox Yeo River. Where the F Route passes over the PRoW the pylons are sited in close proximity to receptors with views along the line. At the southern end of the PRoW views northwest include the F Route visible across the view above hedgerows and partially backgrounded by Loxton Hill.	During construction: Moderate adverse There would be PRoW management along PRoW AX29/28 during construction works. In the short-term at the northern end of the PRoW near Yarberry Farm receptors would have southerly views towards at-height works to remove the F Route, visible above trees and partially filtered. In places heavily filtered and obscured views would include ground level works along the cable swathe for the installation of the proposed 400kV underground cables. Southeast of the Lox Yeo River and from near Barton receptors would have views over hedgerows towards installation of the proposed 400kV underground cables and removal of the F Route along the valley and towards Crook Peak. At-height works would also be visible at Loxton Gap. Further south receptors would pass through the work area for the cable swathe and under the F Route to be removed. Receptors would have direct close proximity views of the installation of the proposed 400kV underground cables and the removal of the F Route. Views would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches and the temporary construction haul road and access roads with post and wire fencing protecting both sides of the working area. Views would extend along the working area along the valley to the northeast and would include HDD works at the Lox Yeo River. Views southwest would include the construction compound adjacent to the M5 motorway at Loxton Gap. The magnitude of effect in the view close to the works would be moderate adverse reducing to minor adverse as the route travels north and south and tree filtering, hedgerows and distance would reduce the visual effect. Overall given the close proximity of the works, the large proportion of view affected and the short duration the magnitude of effect would be moderate adverse. During operation: Moderate beneficial In the short and medium-term the F Route would be removed from a moderate proportion of direct and oblique views above trees and hedgerows and from close proximity to receptors where the F Route passes over the PRoW, resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established within 3 to 5 years following planting works. Close to the cable swathe and along much of the PRoW receptors would experience a moderate beneficial effect reducing to minor beneficial as the route travels north and south and tree filtering, hedgerows and distance would reduce the beneficial effect. Overall there would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and overall receptors would experience a moderate beneficial magnitude of effect in views. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.23, C1.31,C132, C1.33 and C1.34	VPC9 and VPC14
C1.F11	Public Right of Way	PRoW AX 29/27 running northeast southwest between Barton Road and Max Mill Lane	High	National	High	470m	There are open views from this PRoW running across farmland rising towards Barton Road. Open views include the F Route running across PRoW views with partial filtering and screening by mature field boundary hedgerow and trees. 132kV pylons are backgrounded except for two pylons to the northeast on the lower slopes of Banwell Hill, visible against the sky.	During construction: Low adverse In the short-term works associated with the installation of proposed 400kV underground cables would be visible, filtered and partially screened in some views. Underground cable works would comprise the removal of sections of hedgerow within the working area, (which is anticipated to be perceptible in views), topsoil stripping and the creation of soil heaps, creation of cable trenches, HDD works, a temporary construction haul road and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Given the distance of proposed construction works and the moderate and low proportions of view affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from views resulting in beneficial visual effects. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in a low beneficial magnitude of effect in PRoW views overall. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following establishment of grassland and hedgerow in the short and medium-term	Minor adverse	Minor beneficial	Minor beneficial	C1.27 and C1.43	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.F12	Public Right of Way	PRoW AX 29/26 running east west between Max Mill Lane and Winscombe	High	National	High	460m	There are glimpsed views northwest from this PRoW through gaps in the hedgerow. The view extends over fields towards Banwell Hill with the F Route is visible running east west at the base of the hill. The pylons are filtered by Banwell Hill until they reach the far north-west of the view where the line carries on after the hill and is visible against the sky.	During construction: Negligible In the short-term construction activity associated with the removal of the F Route and Castle Hill construction compound would be barely perceptible. Underground cable work glimpsed would comprise the HDD site west of Max Mill Lane and the removal of small sections of hedgerow within the working area, (which is anticipated to be barely perceptible in the view), topsoil stripping and the creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Low beneficial The F Route would be removed from oblique long glimpsed views across fields resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following establishment of grassland and hedgerow in the short and medium-term.	Negligible	Minor beneficial	Minor beneficial	C1.43	N/A
C1.F13	Public Right of Way	PRoW AX 29/14 east west between Max Mill Lane and Banwell Road	High	National	High	0m	The F Route passes over and parallel to this PRoW and receptors have views along this overhead line. Along most of the PRoW views north towards the F Route are mostly filtered due to intervening mature trees and hedgerow. Visibility of the F Route reduces as the PRoW runs east due to intervening trees and hedgerow and backgrounding by Banwell Wood.	During construction: Moderate adverse This PRoW would be managed during construction works. In the short-term at height works associated with the removal of the F Route would be visible above hedgerows and trees from PRoW AX 29/14 and directly visible close to where the F Route passes over the western section of AX 29/16. Users of this PRoW would have close and open views along the access track (which is a moderate section of the PRoW), working areas and machinery associated with removal of the F Route. The installation of the proposed 400kV underground cables would include HDD or open cut activity where the cable swathe crosses Castle Hill to the north of this PRoW. Receptors would have filtered views north towards HDD works and towards the construction compound adjacent. Underground cable work visible across fields in the foreground would comprise the removal of small sections of hedgerow within the working area, temporary construction compound to the north, topsoil stripping and the creation of soil heaps, cable trenches, and a temporary stone road in the cable swathe and post and wire fencing protecting the working area. Given the close proximity of the works, the large proportion of view affected and the short duration the magnitude of effect would be moderate adverse. During operation: Moderate beneficial In the short and medium-term the F Route would be removed from views along the PRoW resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and receptors would experience a moderate beneficial magnitude of effect in views. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.45 and C1.52	N/A
C1.F14	Public Right of Way	PRoW AX 3/21 running between Max Mill Lane in the south and The Rhodyate in the north	High	National	High	0m	Views from the northern part of this PRoW are open and elevated southwest across the valley towards Compton Hill, Crook Peak and Loxton Gap. At the southern end near Max Mill Lane receptors are closer to the F Route with views along the line filtered in places by trees and hedgerow. The F Route is visible across views and is filtered and screened in places by intervening hedgerow and mature trees and backgrounded by the hills to the south. The distant oblique view southwest includes the F Route pylons at Loxton Gap visible in the distance.	During construction: Moderate adverse There would be PRoW management undertaken during construction works and the proposed 400kV underground cables swathe would pass through the PRoW. In the short-term at the northern end of the PRoW near The Rhodyate receptors would have southerly views towards installation of the proposed 400kV underground cables and views along the working area. To the east views would include the construction compound and HDD or open cut activity where the cable swathe crosses Castle Hill. Receptors would also have views south towards at-height works to remove the F Route, visible above trees and partially filtered. Further south along the PRoW receptors would pass through the work area for the cable swathe. Receptors would have direct close proximity views of the installation of the proposed 400kV underground cables and filtered views of the removal of the F Route. Views would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches and the temporary construction haul road and access roads with post and wire fencing protecting both sides of the working area. Views would extend along the working area. The magnitude of effect would be moderate adverse given the close proximity of the works, the large proportion of view affected and the short duration. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from a moderate proportion of the view and from close proximity from the southern section of the PRoW, as well as in distant views towards Crook Peak and Loxton Gap resulting in a beneficial visual effect. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and receptors would experience a moderate beneficial magnitude of effect in views. After 15 years: Moderate beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.44, C1.45 and C1.46	N/A
C1.F15	Public Right of Way	PRoW AX29/13 and AX29/35 between Banwell Road and the northern edge of Winscombe and Sandford Batch	High	National	High	525m	Direct views from PRoW AX29/35 of the F Route are heavily filtered by mature trees and hedgerows on field boundaries. When travelling north along this PRoW the top of a single pylon at the gap between Sandford Hill and Banwell Hill becomes occasionally visible filtered by hedgerows and trees. Oblique views from PRoW AX 29/13 are looking north to Banwell Plain and direct views west towards Loxton Hill, over open fields with mature field boundary vegetation. The tops of the F Route pylons are visible over screening by rolling landform and are further filtered by vegetation. The pylons are filtered at the base, in some cases appearing almost entirely filtered. Pylons are backgrounded by Banwell Hill, though in most cases they are also visible against the sky but only the very tops.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be perceptible in a low proportion of views above trees in western and northern views. Underground cable works are unlikely to be visible over heavy filtering. During operation: Low beneficial The F Route would be removed from a small part of the filtered view resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.52	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.F16	Public Right of Way	PRoW AX 3/4 south of Castle Hill, and PRoW AX 29/16 west of Banwell Road	High	National	High	0m	Views from the northern part of this PRoW are expansive looking south with the F Route visible above field boundary vegetation. The F Route is visible across the view, with pylons remaining backgrounded by fields, Barton Hill and Crook Peak. Field boundary trees and hedgerows filter and obscure views in places. The F Route passes over the southern part of this PRoW before it meets PRoW AX29/14.	During construction: Moderate adverse There would be PRoW management undertaken during construction works and the proposed 400kV underground cables swathe and an adjacent construction compound would pass through these PRoW. In the short-term at-height works and construction activity associated with the removal of the F Route would be visible along most of this PRoW. The construction compound would also be visible from the PRoW and in close proximity at the southern end where the PRoW would pass through the working area and compound area. The installation of the proposed 400kV underground cables would include HDD or open cut activity where the cable swathe crosses Castle Hill to the east of the PRoW. Proposed 400kV underground cable works would be visible in close proximity to receptors. A tree is proposed to be removed located to the north-east of the PRoW within the working area and removal works would be visible. Operations visible would include topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area. At the southern end of the PRoW intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Views would extend along the working area. The magnitude of effect would be moderate adverse given the close proximity of the works, the large proportion of view affected and the short duration. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from a moderate proportion of the view and from close proximity from the southern section of the PRoW, as well as in views along the valley resulting in a beneficial visual effect. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and receptors would experience a moderate beneficial magnitude of effect in views. After 15 years: Moderate beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.49	N/A
C1.F17	Public Right of Way	PRoW AX 3/1 running roughly east west between The Rhodyate and Banwell Road	High	National	High	0m	Southerly views from PRoW AX3/1 extend across open fields towards the F Route, filtered and screened in places to the lower elevations by field boundary hedgerows and trees and backgrounded by the valley and surrounding hills beyond.	During construction: Moderate adverse The eastern section of this PRoW would be managed during construction works and would pass through the proposed 400kV underground cables swathe. In the short-term at-height works and construction activity associated with the removal of the F Route would be visible along most of this PRoW. The construction compound and HDD or open cut trenching where the cable swathe crosses Castle Hill would be visible from the PRoW and in close proximity at the eastern end where the PRoW would pass through the working area and close to the construction compound. Proposed 400kV underground cable works would be visible in close proximity to receptors. A tree is proposed to be removed located to the southeast of the PRoW within the working area and removal works would be visible. Operations visible would include topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area. Views would extend along the working area and the magnitude of effect would be moderate adverse given the close proximity of the works, the large proportion of view affected and the short duration. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from a moderate proportion of the view, as well as in views along the valley resulting in a beneficial visual effect. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and receptors would experience a moderate beneficial magnitude of effect in views. After 15 years: Moderate beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.47	VPC10
C1.F18a	Public Right of Way	PRoW AX 3/20 running south between Wint Hill and Christon Road	High	National	High	300m	There is an open expansive slightly elevated view southeast from the peak of the Roman Ruin (Scheduled Ancient Monument) across the valley towards Sandford Hill and Compton Hill. The F Route is visible east to west across the Lox Yeo Valley on lower ground, partly filtered by field boundary hedgerow and trees, and backgrounded by higher ground beyond. Brent Knoll is visible in the far distant view southwest from parts of this PRoW through intervening trees. The F Route is barely perceptible at Loxton Gap.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and ground level construction activity would be perceptible for a short period of time. Installation works for the proposed 400kV underground cables would comprise the removal of small sections of hedgerow within the working area, Castle Hill construction compound, topsoil stripping and the presence of post and wire fencing protecting the working area. Views of additional equipment and facilities associated with the HDD works at Castle Hill and the Lox Yeo River crossing would be partially visible. Intervening trees and hedgerow field boundaries would partially filter and screen these views. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from views in the distance resulting in a beneficial visual effect. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.38	N/A
C1.F18b	Public Right of Way	PRoW AX 3/19 running south between AX3/47 and Wint Hill	High	National	High	550m	This is a continuation of F18a heading north. There are elevated views across the valley towards Crook Peak in the southwest. The settlement of Barton is distinguishable across the valley in intermittent views. The upper elevations of the F Route are intermittently visible across the Lox Yeo Valley on lower ground, however partly filtered by field boundary hedgerows and trees and backgrounded by higher ground beyond. As the PRoW heads north the majority of the F Route becomes screened by landform in the foreground.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible. This work would only be visible for a short section below the settlement of Barton. Installation works for the proposed 400kV underground cable would be visible for a short section below the settlement of Barton and comprise the removal of small sections of hedgerow within the working area, topsoil stripping and the presence of post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would partially filter and screen these views. During operation: Negligible On completion, the short section of reinstated and reseeded underground cable swathe that would be perceptible would have become established within 1 to 3 years and replacement hedgerows would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The scale of change from the existing views would be barely perceptible. The upper elevations of the F Route would also be removed from glimpsed views, however, the scale of change would be barely perceptible. The Proposed Development would result in a negligible significance of effect in views from this receptor. After 15 years: Negligible In the long term views would remain the same as those anticipated on completion.	Minor adverse	Negligible	Negligible	C1.39	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.F19	Public Right of Way	PRoW AX 3/47 running east west on higher ground on Banwell Hill and running southeast towards Wint Hill	High	National	High	490m	There are glimpsed oblique views through mature woodland vegetation looking to a long distant view northeast, towards Cleeve Ridge, Cadbury Hill, the Severn Estuary, Tickenham Ridge and the Welsh coastline. Foreground views are filtered by mature conifer trees in the field opposite and fields, woodland blocks and scattered settlements beyond. The F Route is visible beyond mature vegetation in the foreground. There are 4 no pylons visible of the N Route. The F Route is barely noticeable within the overall context of the view. The pylons are filtered/screened at the lower elevation by settlements and mature trees. Pylons are fully backgrounded. There are oblique, open views over the hills to the north, which are long distance, becoming more open in nature than those to the north east. The F Route is still barely perceptible due to distance. Banwell Wood screens views east.	During construction: Negligible In the short-term construction works associated with the removal of the F Route and the construction of the proposed 400kV overhead line, supported by T-pylons, and the AT Route connection would be barely perceptible in the far distance in Section D. It is anticipated that surface level disruption associated with construction activity would be barely perceptible within the context of the expansive view and largely screened by trees and hedgerows. Installation of the proposed 400kV underground cables would not be visible due to screening by landform and trees. During operation: Negligible The F Route would be removed from distant views. The proposed 400kV overhead line, supported by T-pylons, and the AT Route connection would be barely perceptible to the northeast (beyond foreground vegetation), in the far distance. The Proposed Development would be filtered and screened in places by trees, vegetation and landform. Pylons would remain backgrounded across the entire view. The magnitude of effect would be negligible After 15 years: Negligible Long term views northeast of the proposed 400kV and132kV overhead lines near the proposed Sandford Substation would remain similar to those anticipated on completion.	Negligible	Negligible	Negligible	C1.40, C1.41 and C1.42	VPC12
C1.F20a	Public Right of Way	PRoW AX 3/46 running east west across Banwell Hill running passed Warren Cottage	High	National	High	620m	The majority of views from this PRoW are contained by adjacent hedgerows, trees and woodland. There are open elevated filtered views from this PRoW near Warren Cottage looking south towards the F Route and the route of the proposed 400kV underground cables on lower ground in the Lox Yeo Valley. The F Route is backgrounded by higher ground, with the proposed underground cable route visible across the fields.	During construction: Negligible In the short-term construction works to dismantle the F Route would be barely perceptible in elevated open long distance views. The underground cables swathe would be perceptible but would affect a very low proportion of overall views. Hedgerow removal within the cables would be perceivable in some views. During operation: Negligible The upper elevations of the F Route pylons would also be removed from the open elevated view south at Warren Cottage, however, the scale of change would be barely perceptible. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in a negligible significance of effect in views from this receptor. After 15 years: Negligible Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Negligible	Negligible	Negligible	C1.36	N/A
C1.F20b	Public Right of Way	PRoW AX 3/17 running northeast southwest across Banwell Hill	High	National	High	840m	Views from PRoW AX 3/17 across the field are contained by field boundary hedgerows and trees to north and east and woodland cover to the south. Landform restricts views north towards the Somerset Levels and Moors in Section D.	During construction and operation: No change Views are contained by hedgerow, trees, woodland and landform and do not extent northeast or south towards the Proposed Development in Section D and in Section C.	No change	No change	No change	N/A	N/A
C1.F21	Public Right of Way	PRoWAX3/16 running north of Christon road and northeast across part of Banwell Hill	High	National	High	785m	Views from the southern part of this PRoW are open, long distance and panoramic. View include the F Route in direct and oblique views visible extending across the valley and the foot of the Mendip Hills (Crook Peak). Pylons within the valley are partly filtered and screened by mature valley trees and are completely backgrounded. Pylons in the Loxton Gap are visible against the sky, several pylons are seen receding into the distance southwards into Section B. The visibility of pylons at the Loxton Gap reduces in more elevated views further north on this PRoW due to more backgrounding by The Levels beyond. Some views from this PRoW are filtered by field boundary mature trees and groups of trees on this PRoW running north east towards PRoW AX3/46 and from the middle section of the PRoW. Traffic on the M5 is visible in the distance. Wint Hill is a feature of the view and restricts views further east.	During construction: Low adverse In the short-term construction works associated with the removal of the F Route is expected to be perceptible across a significant proportion of the view. Installation works for the proposed 400kV underground cable would be visible along the valley and comprise of the removal of small sections of hedgerow within the working area, topsoil stripping and the presence of post and wire fencing protecting the working area. Some activity would be filtered and screened by M5 and intervening valley trees and hedgerow. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be visible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route to be removed from these panoramic views south and east resulting in a beneficial visual effect. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.35	N/A
C1.F22	Public Right of Way	PRoW AX 3/53 and PRoW AX 3/33 between Sandford Batch and Towerhead Road	High	National	High	0m	Along this PRoW views are largely obscured by dense mature hedgerows along the edge of the track that the PRoW follows. The F Route is not visible for most of the PRoW. Between Sandford and Banwell Hill dense mature hedgerows on either side of the PRoW heavily filter views with glimpses of the F Route in places to the west. At the northern end at Banwell Wood a pylon is located adjacent to the PRoW and receptors have views of the F Route above hedgerows where it passes over the PRoW. Further north the PRoW follows a track down the hill and mature hedgerow and landform to the edge of the track screen views. At the northern end of the PRoW near Towerhead Road the PRoW is across a field on elevated ground. Receptors have views north, over trees and farm buildings, across the Levels in Section D. Views include the F Route connection with the N Route and properties on Mead Lane in Sandford. The F Route is visible for a small section above trees heading north.	During construction: Low adverse PRoW AX 3/53 would be managed during construction works and would pass through the swathe of the proposed 400kV underground cables swathe and under the F Route to be removed. The southern section of the PRoW would also form an access track to the work area. In the short-term along the majority of the PRoW views of construction operations would be heavily filtered and screened by mature hedgerows adjacent to the PRoW with glimpsed views of works and construction machinery. For a short section of the PRoW near Banwell Wood receptors would pass through the working area for the installation of the proposed 400kV underground cables and the F Route removal. Receptors would have views southwest and northeast where hedgerows would be removed within the cable swathe. The installation of the proposed 400kV underground cables would include HDD or open cut activity to the south of the PRoW. Receptors would have relatively near and open views along the working areas and machinery associated with removal of the F Route as well as the preparation of the trenches and installation of the underground cables. North of Banwell Wood receptor views would be screened by dense hedgerow adjacent to the track. At the northern end of the PRoW near Towerhead Road receptors would have views north, over trees and farm buildings, across the Levels in Section D towards at-height works to remove the F Route and part of the N Route. The proposed 400kV underground cable installation and construction of Sandford Substation, the proposed 400kV overhead line and the AT Route connection would be just visible in the distance in a small proportion of views. Views include the F Route connection with the N Route and properties on Mead Lane in Sandford. A low adverse or negligible magnitude of effect would be experienced along most of the PRoW where views would be heavily filtered or screened. For a short section near to the cable swathe a moderate adverse magnitude of effect would be experienced where views would extend along the working area in close proximity of the works and a large proportion of view would be affected after the short-term. Overall given the extent of filtering and screening along most the PRoW receptors would experience a low adverse magnitude of effect. During operation: Low beneficial In the short and medium-term the F Route would be removed from views but this would only be noticeable for a short section of the PRoW near Banwell Wood and near Towerhead Road. Through the cable swathe near Banwell Wood on completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. Along most of the PRoW this would not be noticeable due to heavy filtering and screening by hedgerows. Near Towerhead Road for a short section of the PRoW receptors would have views north, over trees and farm buildings, across the Levels in Section D and towards the proposed 400kV overhead line and AT Route connection just visible in the distance above trees. Sandford Substation would be screened by properties on Mead Lane. Overall a small proportion of the view would be affected but the effect would be reduced due to a high degree of filtering and screening along most of the PRoW. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long term views of the cables swathe would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.54, C1.55, C1.56 and C1.57	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.F23	Public Right of Way	PRoW AX 3/22 running roughly east west between a track off Castle Hill and Sandford Batch	High	National	High	0m	The F Route passes over the PRoW at the western end and receptors have views along the F Route to the northeast and southwest through the valley, often visible above trees and hedgerows and backgrounded in places. The view is across fields to Bleadon Hill (Loxton) to the west, Banwell Hill to northwest and Compton Hill to the southwest. The F Route is often visible above mature trees and hedgerows. In oblique views north and northeast the F Route is visible above trees and hedgerows between Sandford Hill and Banwell Hill with little backgrounding. At the eastern end of the PRoW, near Sandford, receptors have direct views west. There is heavy filtering of views to the immediate north by hedge vegetation. The F Route is backgrounded by Compton Hill, Bleadon Hill and Banwell Hill, though to the northwest of the view, pylons above hills in places.	During construction: Moderate adverse In the short-term this PRoW would be managed during construction works as the western extent of this PRoW would pass through the underground cables swathe. People using the PRoW would have open and close proximity views of construction works along the underground cables swathe and relating to the removal of the F Route. The installation of the proposed 400kV underground cables would include HDD or open cut activity where the cable swathe crosses Castle Hill to the west of the PRoW. Underground cable work visible in the immediate foreground views would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area and an access road. Intervening trees and hedgerow field boundaries would screen proposed cable works in some views particular from the eastern end. The magnitude of effect would be moderate adverse given the close proximity of the works, the large proportion of view affected and the short duration. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from close proximity views. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation resulting in a moderate beneficial magnitude of visual effect overall. After 15 years: Moderate beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term. Beneficial effects resulting from the removal of the F Route in views from and across the Mendip Hills AONB would be same as on completion.	Moderate adverse	Moderate beneficial	Moderate beneficial	N/A	N/A
C1.F24	Public Right of Way	PRoW AX 29/67, AX 29/82 and AX 29/66, Sandford Wood on the south western slopes of Sandford Hill	High	National	High	495m	There are direct views looking north-west along Quarry Road, towards pylon Head. The F Route is not perceptible from this stretch due to heavy screening by built form. There is an oblique view west towards Banwell Wood over garden boundary vegetation. The F Route is only visible in very distant views in the valley bottom towards Christon. Pylons in the distance are visible over filtering and appear backgrounded. There are oblique views from the western edge of Uplands Cottages over rolling farmland west. The tops of pylons are visible in near views towards Banwell Wood, which fully background the pylons. From PRoW Ax29/66, the view is enclosed by Sandford Wood and views are limited to the immediate foreground. There are no views of the F Route.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and some surface level disruption associated with construction activity of the landscape / small sections of hedgerow removal is expected to be barely perceptible for a short section of the PRoW. Intervening trees and hedgerow field boundaries and buildings would filter and screen the proposed underground cable works for much of the PRoW. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from a small part of the distant view resulting in a beneficial visual effect. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.59, C1.60 and C1.61	N/A
C1.F25	Public Right of Way	PRoW AX 29/71 to the rear of properties on Somerville Road and PRoW AX 29/68 and AX 29/42	High	National	High	520m	Views from PRoW AX 29/68 to the north are heavily filtered by vegetation running along the path and properties in foreground along Somerville Road. There are no views of the F Route. The N Route is partly visible above intervening residential properties. Views from PRoW AX29/68 and AX 29/42 are elevated over houses north towards Sandford Substation. The N Route is backgrounded by hedgerows and trees and the route of the proposed underground 400kV cables is screened by intervening trees and buildings.	During construction: Low adverse to negligible In the short-term there would be glimpsed upper elevations views associated with the removal of a small section of N Route to the north would be visible from PRoWs Axe 29/68 and AX 29/42. Underground cable installation would be screened by built form. At-height works associated with the construction of the proposed 400kV overhead line and AT Route connection would be perceptible above trees in northern views towards Section D. Glimpsed views of upper elevations and Gantries of Sandford Substation would be perceptible above trees and buildings. During operation: Low adverse In the short and medium-term the top of the proposed 400kV overhead line and AT Route connection and the top of gantries at Sandford Substation would be perceptible beyond Sandford and visible from some sections of these PRoWs. Change is considered to be low and adverse. After 15 years: Low adverse Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated on completion.	Minor adverse to negligible	Negligible	Negligible	C1.63	N/A
C1.F26	Public Right of Way	PRoW AX 29/78 linking the end of Roman Road to Hill Road and Sandford Wood	High	National	High	390m	Views west, northwest and north from the southern part of this PRoW (on higher ground) extend over an orchard and over Sandford Retirement Village. The upper part of three 132kV pylons are visible against the sky. Views from this PRoW further north are obscured by orchard trees but the F Route is glimpsed between rows of trees and is backgrounded by Banwell Wood.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and part of the N Route would be perceptible in generally low proportions of the PRoW views overall. Underground cable works anticipated to be glimpsed in views but largely screened by landform, intervening orchard trees, and built form. Given the proportions of views affected, the magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from views resulting in a low alteration to the existing view. The magnitude of effect would be low beneficial. In glimpsed views, and on completion, the reinstated and reseeded underground cable swathe would be perceptible. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. After 15 years: Low beneficial In the long-term views would be similar to those anticipated in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.66	N/A
C1.F27	Public Right of Way	PRoW AX 29/68 and AX 29/42 running through the western part Sandford Wood on the lower slopes of Sandford Hill	High	National	High	520m	Views north from the majority of these PRoW are filtered and screened by woodland trees. There are open expansive views north (across the Somerset Levels and Moors in Section D) from the western extent of PRoW AX29/68. The F Route, N Route and AT Route are barely perceptible due to backgrounding by the Somerset Levels and Moors. The F Route is barely perceptible as it crosses north passed Sandford. The F Route is visible in the distance backgrounded by field boundary hedgerows and trees and Sandford is visible closer in views northwest. Tickenham Ridge is distinguishable on the distant horizon.	During construction: Low adverse In the short-term construction activity associated with the removal of the F Route and installation of proposed 400kV underground cables would be largely screened by intervening mature trees and hedgerow. Construction activity at the site of the proposed Sandford Substation may be perceptible in views north over orchard trees and intervening properties. At-height works relating to the construction of the proposed 400kV overhead line and the proposed AT Route connection may be perceptible to the north. Construction works would be visible in no greater than low proportions of the PRoW views. The magnitude of effect in PRoW views overall would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from views. The proposed 400kV overhead line supported by the T-pylon would likely be perceptible to the north partly filtered and screening by orchard trees and intervening development. The magnitude of effect in PRoW views overall would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	C1.62	VPC13

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.F28	Public Right of Way	PRoW AX 29/41 along the Strawberry Line and NCR 26 on the edge of Sandford along the disused railway	High	National	High	120m	For the majority of this PRoW views are contained by mature tall hedgerows alongside the disused railway. There are open views west across open fields towards Banwell Hill. The F Route is visible running across the view above trees and is partly backgrounded by Banwell Hill. Further north there is glimpsed views of the top of a 132kV pylon on the F Route 132kV seen above trees and hedgerows.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above trees and hedgerows. Where perceptible underground cable works would include the removal of existing hedgerow and trees within the working area, topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporart construction haul road and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in most views. There would be a low alteration to the existing view and typically a low proportion of views would be affected for the short-term with some screening in places. The magnitude of effect in PRoW views overall would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from views resulting in beneficial visual effects. On completion the reinstated and reseeded underground cables swathe and hedgerows replanted along field boundaries would be perceptible , however this would be for a short duration. Typically receptors would experience a low alteration to existing views and a small proportion of views affected for the short and medium-term. Receptors would experience a low beneficial magnitude of effect in views. After 15 years: Low beneficial In the long-term views of the Proposed Development would remain the same as those in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.64	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Outdoor Recreation, Education and Community Facilities and Tourist Accommodation within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.M1	Tourist accommodation	Webbington Farm Holiday Cottages	High	National	High	75m	Side view, lower and conservatory views available (front direct and oblique) from Webbington Farm. Views from Barton Road adjacent to Webbington Farm are looking southwest beyond the property garden towards the F Route across the Somerset Levels south of the Mendip Hills. No views northwest due to intervening buildings.	During construction: Moderate adverse In the short-term at-height works associated with the removal of the F Route in direct views west would be visible above garden vegetation. Proposed 400kV underground cable works would comprise the removal of small sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road, with post and wire fencing on both sides protecting the working area. A short section of Webbington Road immediately west of Webbington Farm would be closed and HDD operations within the cable swathe within this area be also be visible. Link boxes associated with the jointing bays of the underground cables will be prominent as they will be protected by a temporary working canopy. The site of the proposed CSE compound to the south in Section B would largely be screened in the view by intervening trees. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be visible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from a moderate extent of the view and from close in the view west and southwest resulting in a beneficial visual effect. Some hedgerow loss along Webbington Road although this would be reinstated along the roadside. The proposed 400kV overhead line would be visible in the distance across farmland and beyond the River Axe. The new 400kV overhead line would be seen running south across the Levels. The upper part of the CSE compound would be perceptible where the new 400kV overhead line terminates. Overall the Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views 15 years after completion would be similar to those anticipated in the medium-term.	Moderate adverse	Minor beneficial	Minor beneficial	C1.1	N/A
C1.M2	Tourist accommodation	Webbington Hotel on Webbington Road	High	National	High	100m	There are views from higher ground at the foot of Crook Peak looking west and southwest from this hotel and the hotel car park. The view southwest extends across the Somerset Levels and Moors on lower ground in Section B with Brent Knoll a feature beyond the M5 motorway. Views extend into the far distance towards Puriton Ridge. The F Route is visible in direct views appearing on lower ground adjacent to the M5 and is seen south across Section B backgrounded by the Somerset Levels and Moors and Brent Knoll.	During construction: Moderate adverse In the short-term underground cable work visible in views west and southwest onto lower ground beyond Webbington Farm would include the removal of small sections of hedgerow within the proposed cable swathe, mounding adjacent to trenches storing excavated soil, cable trenches and the temporary haul road with post and wire fencing protecting the working area. HDD works on the underground cable route where it crosses Webbington Road would also be visible. Construction work at the site of the proposed South of Mendip Hills CSE compound would be perceptible with some partial screening of activity by the road bridge embankment and intervening trees. The construction haul road bridge over the River Axe and construction of the River Axe cables bridge option would also be visible. In the short-term works associated with the proposed 400kV overhead line and the removal of the F Route would be visible in views southwest across the Somerset Levels towards Brent Knoll. Given the close proximity of the works, the large proportion of view affected and the short duration the magnitude of effect would be moderate adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. In the short and medium-term the F Route would be removed from views southwest resulting in a beneficial visual effect. The proposed South of Mendip Hills CSE compound and River Axe cables bridge option would be visible, and the proposed 400kV overhead line supported by T-pylons on a similar alignment to the F Route to the south of the River Axe and backgrounded by the Levels beyond. The greater height of the proposed 400kV overhead line T-pylons and the solid central column and cross arm would be more visible against the background and above trees than the F Route removed. The South of Mendip Hills CSE compound would also be visible adjacent to the M5 motorway, partially obscured by the adjacent bridge embankments. There would be a low alteration to the existing view and a low proportion of the view would be affected for the short and medium-term. The F Route would be removed from views where it is presently close to receptors and there would be a low scale of change from the existing view. The magnitude of effect in views would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Minor beneficial	Minor beneficial	C1.2 and C1.3	N/A
C1.M3	Residential Activity Centre	Barton Camp, Holiday Centre/Activity Camp	Medium	National	High	425m	Views west include the F Route running along the valley floor backgrounded by Loxton Hill and Christon. The lower part of the pylons on the F Route are filtered by field boundary hedgerow	During construction: Low adverse In the short term at-height works would be visible during the removal of the F Route and some level disruption associated with construction activity of the landscape / small sections of hedgerow removals is expected to be perceptible, including surface scraping and soil mounding. There would also be some installation works associated with the proposed 400kV underground cables including the removal of existing hedgerow and trees within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary stone road, and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from views resulting in a beneficial visual effect. Overall, the Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years): Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Outdoor Recreation, Education and Community Facilities and Tourist Accommodation within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.M4	Castle (open to the public)	Banwell Castle Tea Room	Medium	National	High	350m	There is a partial view from the coffee shop on the rear terrace at Banwell Castle south through a gap in the mature coniferous garden vegetation. The view is distant over rolling fields towards Barton Hill and Winscombe Hill. The F Route is filtered and just visible crossing through the centre of the valley. One 132kV pylon is visible due to framing by mature vegetation in the garden in the foreground. Overhead line conductors between pylons are visible crossing the view, though they remain fully backgrounded throughout.	During construction: Low adverse At-height works will be partially visible during the removal of the F Route. Some surface level disruption associated with construction activity of the landscape are expected to be visible, including soil mounding and surface scraping, as well as the introduction of temporary fencing around site compounds. There would also be some installation works of the proposed 400kV underground cables which would include the removal of small sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary stone road, and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from the partial view south across the valley resulting in a low beneficial visual effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.48	N/A
C1.M5	Recreation facility	Banwell Garden centre on Castle Hill	Medium	National	High	140m	There is an open view looking south with the F Route visible over field boundary vegetation in the foreground, crossing the entire length of the view. For the majority of the view, the pylons are fully backgrounded due to the elevation, however 1 no. pylon to the east is rising over the background at the very top only and is visible against the sky.	During construction: Low adverse In the short-term at-height works would be visible during the removal of the F Route. Underground cable works anticipated to be perceptible in some views including the removal of small sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Low beneficial The F Route would be removed from the view resulting in beneficial visual effects. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.49	N/A
C1.M6	Cemetery and Allotments	Cemetery on Ilex Way , Sandford Batch	Medium	National	High	370m	There is a view west from the seating area within the cemetery at Sandford Batch. In the immediate foreground the view is screened by a mature hedgerow. In the distance to the west is Bleadon Hill and Banwell Hill to northwest. The F Route is visible across the view and filtered by mature hedgerow and trees, which limits views to the upper most part of the pylons in the view northwest. To the west pylons are filtered only at the lower elevations, though this is variable depending on the exact position in which the viewer is standing. The pylons are completely backgrounded by Bleadon and Banwell Hill. To the northwest of the view one pylon is visible above high ground.	During construction: Low adverse In the short-term, at-height works would be perceptible during the removal of the F Route. Underground cable works anticipated to be visible in no greater than a low proportion of views. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Low beneficial The F Route would be removed from the views west resulting in beneficial visual effects. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.53	VPC11

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Churches within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.C1	Church	Church at Loxton	Medium	National	High	260m	Views are largely enclosed by evergreen hedgerow and trees. However a gap in the hedgerow screen on the eastern boundary allows open views east and northeast towards the F Route beyond farmland and the M5 motorway. Views from the Church path and Church entrance extend east beyond the open church boundary towards the F Route running parallel to the M5 motorway. There are no views southeast due to screening by intervening buildings and trees and hedgerow.	During construction: Low adverse Works associated with the removal of the F Route would be visible. Underground cable works for the proposed 400kV underground cables would be visible, comprising the removal of small sections of hedgerow within the working area, topsoil stripping and soil heaps, cable trenches, the temporary stone haul road and post and wire fencing protecting the working area. Intervening trees and hedgerow predominantly along the M5 motorway would partially filter and screen proposed underground cable and F Route removal works in the view. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The removal of the F Route across the M5 would result in a beneficial visual effect. The Proposed Development would result in low beneficial magnitude of effects in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.9	N/A
C1.C2	Church	Christon Church on Banwell Road	Medium	National	High	845m	There is an oblique view from the church yard looking east to south-east towards Crook Peak over the M5 corridor. Outside the church yard, the F Route is visible following the line of the M5 across the base of Crook Peak. The pylons are filtered from the base upwards and in some cases almost completely filter the structure. The pylons are fully backgrounded by Crook Peak.	During construction: Low adverse At-height works associated with the removal of the F Route would be visible and installation works for the proposed underground 400kV line would be visible. The construction and installation works would comprise the removal of small sections of hedgerow within the working area, topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The removal of the F Route form direct and oblique views would result in a beneficial visual effect. The Proposed Development would result in low beneficial magnitude of effects in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.29	VPC8

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Roads within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.R1	Road	Christon Road	Medium and High	National	High	305m	Transient views vary along this road. Views are contained by properties at Loxton and by roadside hedgerow. There are oblique views east, northeast and southeast over mature roadside hedgerow across open fields towards the M5 corridor with Crook Peak beyond. The F Route is clearly visible running along the M5, with some backgrounding by higher ground, and running northeast on lower ground within the Lox Yeo Valley.	During construction: Low adverse In the short-term works relating to the installation of proposed 400kV underground cables and the dismantling of the F Route would be perceptible in transient views for a short period of time, where not screened by roadside hedgerow and built form. Given the generally low proportions of the views affected, the magnitude of effect would be low adverse. During operation: Low beneficial The F Route to be removed from across the view in the valley resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in low beneficial magnitude of effects in views from this receptor. After 15 years: Low beneficial Long term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.7 and C1.28	VPC5
C1.R2	Road	Barton Road	Medium and High	National	High	80m	There are open views from the corner of Barton Road at Webbington Farm looking south along the M5 in the distance beyond open fields. The F Route runs southwest, with pylons crossing the view, partly backgrounded due to the elevated nature of the receptor. Brent Knoll is visible in the distance. The F Route pylons are filtered at the base by field boundary only due to elevation. There are oblique views west with the F Route crossing the view as it runs on lower ground, parallel to the M5 motorway. The F Route is backgrounded by fields, woodland and the M5 motorway. The site of the proposed CSE compound to the southwest is screened in the view by intervening trees. Views into Section C from the corner of Barton Road/Webbington Farm are obscured by built form and tall roadside hedgerows. As the road travels north views from cars over roadside hedgerows would be restricted. Taller vehicles would gain oblique views over fields across towards the wooded slopes of Bleadon Hill. The pylons are fully backgrounded until they reach the far north-east of the view where the F Route carries on after Banwell hill and are glimpsed against the sky but filtered by some vegetation in the foreground. Views are limited to gaps in the roadside hedgerow at field gates and as the road heads east the hedgerow reduces in height and the road climbs slightly in altitude allowing full direct views across the valley until it reaches Barton village. Views from the eastern section of this road become heavily filtered by intervening field boundary trees and further screened by properties.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible. Installation works for the proposed 400kV underground cables would be visible in glimpsed views south and west and the proposed 400kV overhead line would be barely perceptible in distant views south. Underground cable works would comprise the removal of small sections of hedgerow within the working area, topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would screen proposed cable works in the view. During operation: Low beneficial The F Route to be removed from the open views across the valley would result in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in low beneficial magnitude of effects in overall views. After 15 years: Low beneficial Long term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.1, C1.10 to C1.11, C1.20 to C1.22, C1.24 and C1.27	VPC4
C1.R3	Road	Max Mill Lane between Barton Road in the south and Christon Road in the north	Medium and High	National	High	0m	The majority of views from this road are channelled by roadside hedgerow and trees. From a northern section of this lane there are open views over roadside hedgerow through mature trees, across the route of proposed 400kV underground cables. There are open and filtered views of the F Route from the middle section of this lane where roadside trees have been felled and lower hedgerow allows for views northwards. Views are open towards a number of pylons beyond and partly filtered by mature trees along the Lox Yeo River. Views from the southern section of this lane are largely screened by tall roadside hedgerow with occasional glimpsed oblique view of an F Route pylon to the north west, well backgrounded by higher ground.	During construction: Low adverse overall In the short-term at-height works associated with the removal of the F Route would be perceptible in some views from the north section of the road where it crosses the proposed underground cable route. The construction of the proposed 400kV underground cable would include HDD underneath the Lox Yeo River to the west of the northern section of the road. There would be loss of hedgerow from both sides of lane through the middle of the construction corridor and one proposed tree removal from the east side. During operation: Low beneficial overall Initially the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing, until establishment in the short-term. The Proposed Development would result in a moderate beneficial magnitude of effect in views from a northern section of this road. The magnitude of effect would be minor beneficial or negligible from other sections of this rural road where there would have previously been occasional glimpsed views of a small part of the F Route. Within 15 years replacement hedgerow planting would have matured and restored removed hedgerow field boundaries in views from sections of this road. Overall the magnitude of effect would be low beneficial After 15 years: Low beneficial overall Long-term views of the underground cable swathe 15 years would be similar to those anticipated in short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.43, C1.44 and C1.45	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Roads within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.R4	Road	Christon Road between 'The Rhodyate' in the east and the Banwell Road junction with Wint Hill in the west (including the section of road between Castle Hill and 'The Rhodyate')	Medium and High	National	High	200m	Views are contained by roadside vegetation and high stone walls of Banwell Castle from the junction of The Rhodyate and Castle Hill. The view opens out towards the west over open fields towards Loxton Hill close to Rhodyate Lodge where the F Route (fully backgrounded by landform and filtered by vegetation) is barely perceptible. As the route passes Rhodyate Farm views open up with the F Route perceptible but fully backgrounded as it passes east to west through the valley towards Crooks Peak in the southwest. The route becomes more enclosed by tall roadside and or garden vegetation as it passes the Wint Hill junction obscuring views to the F Route. A Banwell Road views are enclosed by a well vegetated cutting limiting all views.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be perceptible in some sections of the route. Installation works for the proposed 400kV underground cable would also be visible in glimpses. Underground cable works near Rhodyate Farm would comprise the removal of small sections of hedgerow within the working area and glimpses of the temporary Castle Hill construction compound. Other operations would include topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would screen the majority of the proposed cable works in the views. During operation: Low beneficial The F Route would be removed from small proportions of views across fields. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in low beneficial magnitude of effects in views from this receptor. After 15 years: Low beneficial Long term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.46, C1.47 and C1.48	N/A
C1.R5	Road	Banwell Road between Christon Road junction and Weston Lane	Medium and High	National	High	840m	Views are contained by the well vegetated roadsides until Yarberry farm where views open over fields southeast and southwest. The F Route is perceptible crossing the valley but fully backgrounded until it reaches the gap at the base of Crook Peak where 3 no. Pylons are visible against the skyline but these are very small components of the view. Further views are predominantly similar to this with the exception of the M5 crossing which is in a well vegetated cutting limiting the openness of the views. Views become slightly more elevated as the road enters Christon village and are limited to gaps between built forms and obscured by tall hedgerows and trees in the foreground.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be perceptible from some sections of this road. Installation works for the proposed 400kV underground cables would also be visible in glimpses and would comprise the removal of short sections of hedgerow within the working area, (which is anticipated to be barely perceptible along the majority of the road), topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would screen proposed cable works in the view. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The F Route would be removed from across occasional views towards lower ground in the valley. The Proposed Development would result in low beneficial magnitude of effects in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.28, C1.29 and C1.31	VPC8
C1.R6	Road	Wint Hill	Medium and High	National	High	485m	Views are contained by tall hedgerow from Wint Hill/ The Rhodyate junction. At the water board depot elevated views can be gained south over the hedgerows west towards Crook Peak and east along the valley. The F Route is perceptible but fully backgrounded and heavily filtered by trees. Views become more contained by mature trees along the road after the roman ruins (C1.38) allowing only fleeting glimpses through. At Wint Hill Farm elevated open views over garden walls and roadside hedgerows are looking southwest across the valley and towards the base of Crook Peak. View becomes more contained by roadside vegetation as the roads runs towards Christon Road.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be perceptible in some sections of the route. Underground cable works for the proposed underground 400kV line would also be visible in glimpses including the removal of short sections of hedgerow within the working area (which is anticipated to be barely perceptible along the majority of the road), topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would screen proposed cable works in the view. During operation: Low beneficial The F Route to be removed from occasional views across towards lower ground in the valley would result in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in low beneficial magnitude of effects in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor Adverse	Minor beneficial	Minor beneficial	C1.37 and C1.38	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Roads within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.R7	Road	Castle Hill and Banwell Road between the road junction with Wint Hill and Winscombe	Medium and High	National	High	0m	Views are contained by roadside hedgerow and trees and high stone walls of Banwell Castle from the junction of The Rhodyate and Castle Hill. The view becomes open to the south and east over open fields where the F Route is barely perceptible, fully backgrounded and heavily filtered by mature trees. The F Route becomes clearly visible beyond the nursery where it runs roughly east west across the view with backgrounding by landform. Views are direct and the F Route becomes prominent where it passes over Castle Hill with 132kV pylons visible against the sky. In views northwest and northeast from Banwell Road the F Route is filtered and screened by intervening hedgerow and trees, becoming more visible as road users travelling closer to the F Route	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible closest to where the F Route runs over the road. The installation of the proposed 400kV underground cables would include HDD or open cut where the cable swathe crosses Castle Hill. Underground cable work visible in the immediate foreground views would comprise the removal of short sections of hedgerow on both sides of the road and within the working area, (which is anticipated to be barely perceptible along the majority of the road), topsoil stripping and the creation of soil heaps, creation of cable trenches, a temporary stone road and post and wire fencing protecting the working area and two access roads off Castle Hill. Intervening trees and hedgerow field boundaries would screen proposed cable works in some views. During operation: Low beneficial The F Route would be removed from close views where it passes over the road, resulting in beneficial visual effects. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The Proposed Development would result in low beneficial magnitude of effects in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.49, C1.50, C1.51 and C1.52	N/A
C1.R8	Road	Sandford Road	Medium and High	National	High	325m	There are no views of the F Route from the road due to intervening buildings, hedgerows and trees.	During construction and during operation: No change Views towards the Proposed Development during construction and operation would be screened by intervening buildings, hedgerows and trees.	No change	No change	No change	C1.58	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low

Value of View: National or Regional and or Local

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H1	Residential Property	Dinghurst Farm on Shiplate Road, west of Loxton	Medium	National	High	820m	There are open views from upper storey windows looking south and southeast over low roadside hedgerow towards the M5 motorway beyond flat pasture and above hedgerow and trees. The F Route extends across the eastern part of the view, visible above field boundary hedgerows and trees.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above hedgerows in easterly views. The installation of the proposed 400kV underground cable would be screened in the view by intervening roadside and field trees. Construction activity associated with the construction of the proposed 400kV overhead line would be perceptible above trees in southerly views towards Section B. During operation: Low adverse The F Route would be removed from south easterly views. In the short and medium-term the top of the proposed 400kV overhead line near the South of Mendip Hills CSE compound in Section B would be visible particularly in upper storey views. The magnitude of visual effects would be low adverse. After 15 years: Low adverse In the long-term views of the proposed 400kV overhead line near the CSE compound (in Section B) 15 years after completion would be similar to those anticipated in the short and medium-term.	Minor adverse	Minor adverse	Minor adverse	C1.4	N/A
C1.H2	Residential Property	Detached property on higher ground northwest of the property at Dinghurst Farm	High and Medium	National	High	885m	There are open elevated views from lower and upper storey windows looking southeast and south towards the F Route beyond the M5 motorway and flat low lying farmland. The F Route is anticipated to be perceptible in part of the view perceptible above field boundary hedgerows and trees with some backgrounding by higher ground and farmland beyond.	During construction: Low adverse In the short-term works associated with the removal of the F Route would be perceptible in generally open views southeast. Construction activity associated with the installation of proposed 400kV underground cables (south of the River Axe), and construction of the South of Mendip Hills CSE compound and the proposed 400kV overhead line would be visible in generally low proportions of the distant views southeast. Given the distance of proposed construction works in views and the proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse The F Route would be removed from views southeast. In the short and medium-term the proposed 400kV overhead line supported with T-pylons, and the upper part of the proposed South of Mendip Hills CSE compound (above intervening road embankment and embankment trees and shrubs) would result in low alteration to the existing view and generally would affect a small proportions of the overall view. The magnitude of effect would be low adverse. After 15 years: Low adverse Long-term views of the proposed 400kV overhead line and the upper part of the proposed South of Mendip Hills CSE compound 15 years after completion would be similar to those anticipated on completion; however mitigation planting for the proposed CSE compound would provide additional screening of this compound infrastructure reducing its visibility in views.	Minor adverse	Minor adverse	Minor adverse	C1.4	N/A
C1.H3	Residential Property	The Old Post Office and West View on Sevier Road, and 16 Shiplate Road, within the southern part of Loxton	High and Medium	National	High	475m	Views south and southeast extend over low roadside hedgerow across flat pasture and include the footbridge over the M5 motorway. The F Route extends across the eastern part of the view and includes 132kV pylons above intervening hedgerow and trees and the footbridge. Open views from front elevation belonging to The Old Post Office including lower and upper storey windows looking south and open lower and upper storey views from rear of property named West View looking east towards the F Route north of the Mendip Hills boundary. The F Route is backgrounded and partly screened by trees in front and along the motorway.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above trees and hedgerow in easterly and southerly views. Construction activity associated with the proposed 400kV overhead line would be perceptible above trees in southern views towards Section B. During operation: Low adverse The F Route would be removed from views southeast above intervening trees. The top of the proposed 400kV overhead line and the upper part of the CSE compound would likely be introduced in open views south, visible in a small proportion of the overall view. After 15 years: Low adverse Long-term views 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Minor adverse	Minor adverse	B1.116	N/A
C1.H4	Residential Property	2 storey detached properties, including 'Milembe', 'Walnut Tree House' and 'Granary'	Medium	National	High	505m	There is a front aspect, upper storey glimpsed view through small gap in dense evergreen garden boundary trees in the foreground. The conductors on the F Route are filtered but visible crossing the skyline. Glimpses of pylons are expected to be visible in winter, though barely perceptible and not a noticeable feature in the view. Rear views from the Granary would see glimpses of Brent Knoll in the far distance due to the very slightly higher elevation, though the F Route is not part of the view.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route is expected to be barely perceptible. Installation of the proposed 400kV underground cables would be barely perceptible. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Negligible In the short and medium-term the F Route would be removed from the view. The proposed 400kV overhead line in Section B would not visible due to screening by garden trees, intervening properties and property orientation. After 15 years: Negligible In the long-term views of the Proposed Development would be similar to those anticipated in the short and medium-term.	Negligible	Negligible	Negligible	B1.116	N/A
C1.H5	Residential Property	Properties on Christon Road	Medium	National	High	430m	There are views from upper storey rear windows east across neighbouring gardens and intervening hedgerow field boundaries with trees. Views of the M5 motorway are glimpsed but heavily filtered. Glimpses of the F Route are anticipated to be perceptible in winter.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route is expected to be barely perceptible. The installation of the new 400kV underground cable would include HDD or open cut activity where the cable swathe crosses Webbington Road but this would be barely perceptible in these views. Underground cable work would be barely perceptible and comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Negligible The F Route would be removed from upper storey rear views resulting in a negligible visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. After 15 years: Negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H6	Residential Property	Manor Lane Cottages	Medium	National	High	425m	Views from upper storey rear windows would extend east across neighbouring gardens and intervening vegetated field boundaries. Views of the M5 motorway are glimpsed but heavily filtered. Glimpses of the F Route are expected to be perceptible in winter.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route will be barely perceptible. The installation of the proposed 400kV underground cable would include HDD or open cut activity where the cable swathe crosses Webbington Road but this would not be visible in these views. Underground cable work would be barely perceptible and comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Negligible The F Route would be removed from the upper storey rear views resulting in a negligible visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. After 15 years: Negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Negligible	Negligible	Negligible	N/A	N/A
C1.H7	Residential Property	Properties on higher ground within the western part of Loxton between Christon Road and Hillview Road	High and Medium	National	High	415m	Views from upper storey windows include open views southeast and south towards the F Route (partly visible) running alongside the M5. Some filtering by intervening garden trees and by trees along the M5. Lower storey views are filtered and or screened by garden trees and surrounding properties.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and the construction of the proposed CSE compound and proposed 400kV overhead line beyond would be perceptible in a very small proportion of distant views south, in particular views from upper storey windows. Given the distance of proposed construction works in views, and the low proportions of the views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the upper part of the proposed South of Mendip Hills CSE compound and the proposed 400kV overhead line running southwards would be introduced into elevated views. The Proposed Development would occupying a small proportion of the view south. The F Route would be removed from from part of some closer views south and southeast resulting in a beneficial visual effect. Overall the introduction of the proposed 400kV overhead line supported with the taller T-pylon and the CSE compound would result in a low alteration to the existing view and would result in a low adverse magnitude of effect. After 15 years: Low adverse After 15 years mitigation planting north of the South of Mendip Hills CSE compound including planting on the road embankment would provide more effective screening of the CSE compound reducing visibility of this infrastructure in views.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
C1.H8	Residential Property	North Lodge off Hillview Road, on higher ground in Loxton	Medium	National	High	485m	Views east and southeast towards the F Route in Section C and immediately south of Webbington Road anticipated to be screened by mature garden and field trees, and by intervening properties in Loxton. During the winter months, the F Route may be glimpsed in a very small proportion of the view east and southeast. Distant views south (in particular from upper storey windows) are anticipated towards the F Route running south of the River Axe. The F Route would be partly screened by field boundary hedgerow and trees, and backgrounded by farmland across the Somerset Levels and Moors, and higher ground beyond. Some filtering and screening by intervening garden trees anticipated.	During construction: Low adverse In the short-term views south would include construction works for the proposed CSE compound and the proposed 400kV overhead line, comprising no greater than a low proportion of the overall view. At-height works relating to the dismantling of the F Route would be perceptible in a very small part of the overall view affected by other proposed construction works. No views anticipated of the installation works associated with the proposed 400kV underground cables due to screening by intervening trees and properties. Given the low proportion of views affected, the magnitude of effect would be low adverse. During operation Low adverse The F Route would be removed from views resulting in beneficial visual effects. In the short and medium-term the proposed 400kV overhead line supported with the taller T-pylon and the upper part of the South of Mendip Hills CSE compound (in Section B) are anticipated to be perceptible in a low proportion of the overall view, across a small extent of the view than the F Route removed from the view. The Proposed Development would result in a low alteration to the existing view, which comprises filtering, screening and backgrounding. Overall the Proposed Development would result in a low adverse magnitude of effect in views from this receptor. After 15 years: Low adverse After 15 years mitigation planting north of the South of Mendip Hills CSE compound including planting on the road embankment would provide additional screening of the CSE compound and the proposed 400kV overhead line immediately to the south.	Minor adverse	Minor adverse	Minor adverse	C1.5	VPC15
C1.H9	Residential Property	3 groups of semi-detached properties on the west side of Christon Road	High and Medium	National	High	430m	There are elevated lower and upper storey front views northeast and east including the F Route on lower ground in the Lox Yeo Valley with backgrounding by Crook Peak. Elevated oblique property views southeast may include part of the F Route running roughly north south in the northern extent of Section B, if not obscured by intervening trees and properties in Loxton.	During construction: Low adverse In the short-term works associated with the removal of the F Route and the preparation of cable trenches and the installation of the proposed 400kV underground cables would be perceptible on lower ground beyond the M5 motorway. A temporary construction compound off Barton Road would be perceptible in part of the view northeast looking down into the Lox Yeo Valley, more perceptible in upper storey views. Given the moderate and low proportions of the views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cables swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. Limited distant views southeast may include the proposed 400kV overhead line (and the upper part of the proposed CSE compound) in a very small proportion of the view, which includes filtering and screening by intervening trees and hedgerow. The F Route would be removed from elevated views resulting in beneficial visual effects. Overall, the Proposed Development would result in low beneficial magnitude of effects in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.7	VPC5

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H10	Residential Property	Properties on the east side of Christon Road, on higher ground within the northern part of Loxton (including Tithe Barn and Church Farm)	High and Medium	National	High	360m	There are elevated views across Loxton Gap comprising traffic along the M5 traffic and fields beyond at the foot of Crook Peak, which is a feature in views. The F Route extends across the view running roughly parallel to the M5 motorway, fully backgrounded by landform, and would be seen running northeast on lower ground through the Lox Yeo Valley.	During construction: Low adverse In the short-term works associated with the removal of the F Route and the preparation of cable trenches and the installation of the proposed 400kV underground cables would be perceptible on lower ground beyond the M5 motorway. The temporary construction compound off Barton Road would be perceptible in part of the view northeast looking down into the Lox Yeo Valley. Given the moderate and low proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cables swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from elevated views resulting in a beneficial visual effect. The Proposed Development would result in moderate beneficial magnitude of effect in views from this receptor. There would be a partial alteration to the existing view and a moderate proportion of some views would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.7	VPC5
C1.H11	Residential Property	Property on higher ground between Church Lane and Christon Road, Loxton	High and Medium	National	High	345m	Elevated views east, northeast and southeast across Loxton Gap towards Crook Peak, anticipated to include partial views of the F Route running across the view beyond the M5 motorway, with backgrounding by Crook Peak. Crook Peak is a feature in the view. Some property towards the F Route anticipated to be shortened by garden trees and intervening hedgerow.	During construction: Low adverse In the short-term works associated with the installation of the proposed 400kV underground cables and the removal of the F Route would be perceptible across the view beyond the M5 motorway, with some filtering and screening in the view by mature trees along the M5 motorway. The temporary construction compound off Barton Road would likely be perceptible in part of the view northeast looking down into the Lox Yeo Valley. Given the moderate and low proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from elevated views resulting in a beneficial visual effect. The Proposed Development would result in moderate beneficial magnitude of effects in views from this receptor. There would be a partial alteration to the existing view and a moderate proportion of some views would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	N/A	N/A
C1.H12	Residential Property	Property at the end of Church Lane	High and Medium	National	High	270m	This property is on lower ground on the eastern edge of Loxton. Rear property views eastwards are screened by evergreen garden boundary hedgerow. Views may extend over this hedgerow towards Crook Peak and may comprise the F Route including the upper part of 132kV pylons and conductors partially filtered by mature trees along the M5 motorway.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route are anticipated to be perceptible where views east extend over garden boundary hedgerow. Works associated with the installation of proposed 400kV underground cables may be perceptible in views east through filtering by intervening mature trees. Given the low proportions of views affected for a short period of time the magnitude of effect would be low adverse During operation: Moderate beneficial The F Route would be removed from rear views resulting in a beneficial visual effect. The Proposed Development would result in moderate beneficial magnitude of effects in views from this receptor. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate beneficial In the long-term views of the Proposed Development would be similar to those anticipated on completion.	Minor adverse	Moderate beneficial	Moderate beneficial	C1.9	N/A
C1.H13	Residential Property	Detached property on lower ground in Loxton, east and south of Christon Road	Medium	National	High	385m	This property is surrounded by mature trees. Views east may be available extending across fields and pasture towards the M5 motorway looking over intervening hedgerows and trees and beyond intervening built form. The F Route extends across the part of the view, although 132kV pylons are partly filtered and screened by intervening mature trees, including along the motorway. Backgrounded is provided by the lower slopes of Crook Peak	During construction: Negligible In the short-term works associated with the removal of the F Route would be barely perceptible through heavy filtering and above mature trees along the M5. Works relating to the installation of proposed 400kV underground cables is anticipated to be filtered and screened by mature tree cover along the M5 motorway, also barely perceptible in the view, resulting in negligible magnitude of effect On completion: Negligible The F Route would be removed from views east. On completion, the reinstated and reseeded underground cable swathe would be barely perceptible due to filtering and screening by intervening mature trees. Overall the Proposed Development would result in a negligible magnitude of effect. After 15 years: Negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H14	Residential Property	Webbington Farm on Webbington Road	High and Medium	National	High	55m	There are conservatory and side upper storey views southwest including the F Route on lower ground and running along the M5 motorway. Front lower and upper storey views extend southwest from the property at Webbington Farm. Front views extend over the property garden, hedgerow alongside Webbington Road and towards the Somerset Levels and Moors in Section B. The F Route is perceptible in part of the oblique view.	During construction: Moderate adverse In the short-term at-height works associated with the removal of the F Route would be visible above garden vegetation. Underground cable work would be visible in close proximity and would comprise removal of short sections of hedgerow within the cables swathe, topsoil stripping and creation of soil heaps and cable trenches, and the temporary haul road with post and wire fencing on both sides protecting the working area. HDD or open cut trenching would be visible where the underground cable route crosses Webbington Road and where the proposed removal of hedgerow along this road would open up views towards proposed construction activity. Construction of the proposed River Axe cables bridge option and temporary construction bridge would be perceptible in part of the view southwest. Construction work at the site of the proposed South of Mendip Hills CSE compound and along the route of the proposed 400kV overhead line in Section B would be largely screened to the lower elevations by intervening trees with at-height works and cranes visible above. Given the close proximity of construction works in Section C and the northern part of Section B, the large proportion of view affected and the short duration the magnitude of effect would be moderate adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from a moderate proportion of the view in close proximity and to the southwest in the distant view across the Somerset Levels and Moors resulting in a beneficial effect. On completion, the reinstated and reseeded 400kV underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The proposed River Axe cables bridge option would be visible to the south. The South of Mendip Hills CSE compound and the proposed 400kV overhead line supported by T-pylons would be visible above trees further to the southwest and on an alignment to the west of the F Route removed. The greater height of the T-pylons on the proposed 400kV overhead line and the solid central column and cross arm would be more visible above trees than the F Route removed. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing expansive views and the magnitude of effect would be low beneficial due to the F Route removal close in views. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term. In the long-term views of the Proposed Development in Section B would be similar to those anticipated on completion.	Moderate adverse	Minor beneficial	Minor beneficial	B1.114 and C1.1	N/A
C1.H15	Residential Property	Group of properties on Webbington Road, including Reeve Haye, South Ride, Crook Peak House, Crook Peak Lodge, Peak Barn, The Cottage, Rosemary Cottage, Merriden, Chapel Cottage (most western) May Cottage	High and Medium	National	High	255m	Properties on Webbington Road on higher ground at the foot of Crook Peak with expansive views south and southwest across the Somerset Levels and Moors. There are elevated views from front, lower and upper storey windows belonging to properties (two storey detached properties and a bungalow) orientated southwest. Views extend southwest and south across the Somerset Levels and Moors and include Brent Knoll, the Polden Hills (including Puriton Ridge in the distance) and Quantock Hills in the far distance. The F Route is visible in views west and southwest across the Somerset Levels in Section B in front of and parallel to the M5 motorway and backgrounded by landform.	During construction: Low adverse In the short-term works associated with the removal of the F Route and installation of the proposed 400kV underground cables would be visible on lower ground beyond the properties. The proposed 400kV underground cables work would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and a temporary haul road with post and wire fencing on both sides protecting the working area. Further south construction of the proposed 400kV overhead line supported by T-pylons, the South of Mendip Hills CSE compound and the River Axe cables bridge option and temporary construction bridge would be visible across Section B. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse During operation: Low adverse On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and fencing no longer visible) within 3 to 5 years following planting works. In the short and medium-term the F Route would be removed from views southwest resulting in a beneficial visual effect. The proposed South of Mendip Hills CSE compound and River Axe cables bridge option would be visible, and the proposed 400kV overhead line supported by T-pylons on a similar alignment to the F Route to the south of the River Axe and backgrounded by the Levels beyond. The greater height of the proposed 400kV overhead line T-pylons and the solid central column and cross arm would be more visible against the background and above trees than the F Route removed. The South of Mendip Hills CSE compound would also be visible adjacent to the M5 motorway, partially obscured by the adjacent bridge embankments. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing expansive views and the magnitude of effect would be low adverse. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow.	Minor adverse	Minor adverse	Minor adverse	B1.113 and C1.2	VPB20
C1.H16	Residential Property	Property on Barton Road north of Webbington Farm	High and Medium	National	High	165m	There are elevated direct and oblique views from the side and rear lower and upper storey windows. Views are limited to the south and east by tall roadside hedgerows. Views extend north and west across to the M5 motorway but are filtered by orchard trees in the adjacent field and mature garden vegetation. The F Route is visible with the M5 motorway and fully backgrounded by landform in some views.	During construction: Moderate adverse In the short-term works associated with the removal of the F Route are anticipated to be visible above garden trees and hedgerow. Underground cable work visible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches, and temporary haul road with post and wire fencing on both sides protecting the working area. HDD or cable trench works may be visible in oblique property views southwest where the proposed 400kV underground cable route passes over Webbington Road. Direct upper storey views of the proposed compound and access roads to the north may be visible. Given the close proximity of the works, the large proportion of view affected and the short duration the magnitude of effect would be moderate adverse. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from a significant extent of the view and from close in the view from the southern section, as well as in views towards Crook Peak and Loxton Gap. The Proposed Development would result overall in a moderate beneficial magnitude of effect in views from this receptor. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.10	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H17	Residential Property	Jacobs Fold, a detached property at the foot of Crook Peak	High and Medium	National	High	255m	The property is located on higher ground overlooking Barton Road. Receptors have views over roadside hedgerows looking west and southwest over Webbinton Farm towards the F Route and oblique views south across Section B over the Webbington Hotel. Views are filtered in places by boundary trees and roadside hedgerows with properties and landform partially obscuring views southwest and north. The F Route is backgrounded by fields, woodland and the M5 motorway due to the elevated nature of the receptor. There are oblique views northwest towards the F Route parallel to the M5 motorway and backgrounded by Loxton Hill.	During construction: Low adverse In the short-term construction works associated with the removal of the F Route would be visible across the view and partially filtered in places by boundary trees. Views down towards the proposed 400kV underground cables installation would also be filtered in places by boundary trees and would comprise the removal of existing hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and a temporary haul road with post and wire fencing on both sides protecting the working area. HDD or open cut operations across Webbington Road immediately west of Webbington Farm would be visible in places but largely obscured by properties, landform and hedgerows. Link boxes associated with the joining bays of the underground cables would be perceptible in places protected by a temporary working canopy. Oblique views of the proposed compound and access roads to the north would be largely obscured by landform and roadside hedge and trees. The general construction activity associated with the construction of the new 400kV overhead line and South of Mendip Hills CSE compound would be perceptible above trees and the Webbington Hotel in southern views towards Section B. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance, filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse During operation: Low beneficial On completion, partially filtered views down towards the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. In the short and medium-term the F Route would be removed from views resulting in a low beneficial effect. The proposed 400kV overhead line would be visible in a small proportion of views above trees to the south in the distance from the proposed South of Mendip Hills CSE compound (in Section B). The Proposed Development would result overall in a low beneficial magnitude of effects in views from this receptor due to the F Route removal. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing views. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.10	N/A
C1.H18	Residential Property	The Lodge' on Barton Road near Webbington	High and Medium	National	High	175m	The property is located on Barton Road and front elevation views are partially screened by mature roadside hedgerow. There is a direct front view west through a gap in the roadside hedgerow, with one pylon on the F Route on lower ground visible. Over mature hedgerow, the top of the F Route pylons are visible above the roadside hedgerow in views west towards Loxton Hill and in oblique views southwest to Loxton Gap and Section B in the distance. The majority of the view from this receptor is screened in the foreground by the roadside hedgerow.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route is expected to be perceptible above roadside hedgerows. The proposed 400kV underground cable work would also be perceptible above the roadside hedge and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance, filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from the view resulting in a beneficial visual effect. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal close to receptors. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.10	
C1.H19	Residential Property	The Paddock' off Barton Road, north of Webbington	High and Medium	National	High	180m	The property is located on higher ground above Barton Road and on the lower slopes of Crook Peak with views down towards lower ground in the valley to the west and towards Loxton Hill beyond. Oblique views southwest include Loxton Gap and the M5 motorway. Views northwest are filtered in places by garden trees and extend across the Lox Yeo Valley and the M5 motorway towards higher ground beyond. The F Route is visible over mature garden boundary hedgerows and mature field boundary hedgerows on the far side of Barton Road. The pylons would be viewed backgrounded by Loxton Hill on the other side of the valley.	During construction: Moderate adverse In the short-term at-height works associated with the removal of the F Route would be visible. The proposed 400kV underground cable installation would be visible in views down towards the valley and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and a temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Oblique views down towards the proposed compound and access roads to the north would be visible and partially filtered in places by boundary trees. Given the elevated location of receptors, the large proportion of view affected and the short duration the magnitude of effect would be moderate adverse. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from across the view views resulting in a moderate beneficial magnitude of effect on views. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	N/A	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H20	Residential Property	Long Acre Farm' on Barton Road	Medium	National	High	155m	There are upper storey elevated views over garden boundary and mature field boundary trees and hedgerows looking northwest across the Lox Yeo River towards Christon. The F Route is visible with pylons fully backgrounded by landform and the M5 corridor beyond.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible. The proposed 400kV underground cable installation would be visible in views down along the valley and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. Link boxes associated with the jointing bays of the underground cables will be visible as they would be protected by a temporary working canopy. The proposed construction compound to the southwest would be screened by adjacent woodland and roadside hedge. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the distance, filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. In the short and medium-term the F Route would be removed from direct and oblique views. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
C1.H21	Agricultural storage buildings and a yard	Not a receptor.			High							N/A	N/A
C1.H22	Residential Property	Hillside on Barton Road in Barton	High and Medium	National	High	325m	There is a front and side aspect, direct view of the F Route crossing the view northeast towards Banwell Hill. The views are filtered beyond this by an orchard and roadside hedgerows, leaving glimpsed views only of the F Route. The pylons are backgrounded in full by Banwell Hill. Where visible the pylons are filtered at the base by field boundary vegetation.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible. The proposed 400kV underground cable installation would be visible in places beyond roadside hedgerows and trees and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Link boxes associated with the jointing bays of the underground cables would be visible protected by a temporary working canopy. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from direct and oblique views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.21	N/A
C1.H23	Residential Property	West End Farm on Barton Road in Barton	High and Medium	National	High	340m	There are direct, front views looking northwest towards Yaberry across open fields. The lower storey views are filtered by garden hedgerow and trees and partially obscured by a stone wall and the property to the northwest. The F Route is visible above trees and hedgerows parallel to the Lox Yeo River above mature vegetation in the foreground, fully backgrounded and only partially filtered so that the tops are still visible.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above trees and vegetation. The proposed 400kV underground cable installation would be visible in places beyond roadside hedgerows and trees and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Link boxes associated with the jointing bays of the underground cables would be visible protected by a temporary working canopy. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from direct and oblique partially obscured views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.21	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H24	Residential Property	Laurel Farm on Barton Road in Barton	High and Medium	National	High	305m	There are rear aspect, direct views of the F Route visible across the view above trees and vegetation parallel to the LoYeo River and backgrounded by Banwell Hill. The F Route is backgrounded by the higher ground of Banwell Hill. Field boundary vegetation would filter the lower elevation of views towards the F Route.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above trees and vegetation. The proposed 400kV underground cable installation would be visible beyond hedgerows and trees and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Link boxes associated with the joining bays of the underground cables would be visible protected by a temporary working canopy. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Moderate beneficial In the short and medium-term the F Route would be removed from direct and oblique views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and receptors would experience a moderate beneficial magnitude of effect in views. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Moderate beneficial	Moderate beneficial	C1.21	
C1.H25	Residential Property	Wringstone Farm and Rose Farm on Barton Road in Barton	High and Medium	National	High	440m	There is a front and side aspect, direct view of the F Route crossing the view northeast towards Banwell Hill. The views are filtered by an orchard and field boundary vegetation, leaving glimpse views only of the F Route. The pylons are backgrounded in full by Banwell Hill due to the elevated position of the receptor. Where visible the pylons are filtered at base only by field boundary vegetation.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above trees and vegetation. The proposed 400kV underground cable installation would be visible beyond hedgerows and trees and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Link boxes associated with the joining bays of the underground cables would be visible protected by a temporary working canopy. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from filtered and partially obscured views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.21	N/A
C1.H26	Residential Property	A group of 2 storey detached properties on north side of Barton Road in Barton. Running from West End Cottage, Holly Tree Cottage, Home Farm up to Barton Farm.	High and Medium	National	High	345m	There are rear aspect direct views of the F Route crossing the view through the valley and visible above trees and vegetation. The F Route is backgrounded by higher ground. The pylons are partly filtered by field boundary trees and hedgerows, however views are glimpsed only as the majority of the properties are heavily filtered by mature trees, garden vegetation and are screened by farm buildings in close proximity.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above trees and vegetation. The proposed 400kV underground cable installation would be visible beyond hedgerows and trees and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Link boxes associated with the joining bays of the underground cables would be visible protected by a temporary working canopy. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from filtered and partially obscured views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. Overall there would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.22 and C1.24	N/A
C1.H27	Residential Property	Group of properties on the south side of Barton Road	High and Medium	National	High	445m	There is a front direct view beyond Barton Road towards the F Route across the view. Views vary from being heavily filtered and screened by adjacent properties to open or filtered by garden vegetation. F Route pylons are visible backgrounded by Loxton Hill and Banwell Hill, obscured at the lower elevations by field boundary vegetation and trees.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible at gaps between screening and through filtering vegetation. The proposed 400kV underground cable installation would include the removal of short sections of hedgerow within the working area, topsoil stripping and the creation of soil heaps, creation of cable trenches and a temporary haul road with post and wire fencing protecting both sides of the working area although works would be obscured in places by vegetation and built form. Direct views of the proposed access roads to the northwest would be visible. There would be a low alteration to the existing view and a low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from filtered and partially obscured views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.22, C1.24 and C1.25	

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H28	Residential Property	Lime Trees' north of Barton Road in Barton	High	National	High	515m	There are rear and side direct views over boundary hedgerows towards the F Route visible across the view to the northeast parallel to the Lox Yeo River and backgrounded by Banwell Hill. The views of the F Route are filtered in places by field boundary trees, hedgerows and garden vegetation with the F Route visible above.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above trees and vegetation. The proposed 400kV underground cable installation would be visible beyond hedgerows and trees and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Link boxes associated with the joining bays of the underground cables would be visible protected by a temporary working canopy. Receptors would have direct views of the proposed access road to the northwest. The short term effects of F Route removal would be of a low magnitude of effect due to screening by field boundary trees, hedgerows, garden hedgerow and backgrounding. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Moderate beneficial In the short and medium-term the F Route would be removed from direct and oblique views above trees and vegetation resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and receptors would experience a moderate beneficial magnitude of effect in views. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated in the medium-term.	Minor adverse	Moderate beneficial	Moderate beneficial	C1.24	N/A
C1.H29	Residential Property	Barton Vale', south of Barton Road east of Barton	High	National	High	720m	The view represents Barton Vale from the entrance driveway. The property is set back up the drive and is surrounded by mature trees and vegetation. There are oblique front and side views northwest towards the F Route. Views to the northeast are heavily filtered by garden hedgerows and trees in the foreground. The F Route is visible towards Sandford above trees and vegetation and backgrounded by Banwell Hill.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route are expected to be visible from the property. Underground cable work to the west visible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. There would be a low alteration to the existing view and a low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from oblique and direct glimpsed views across the fields. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.27	N/A
C1.H30	Residential Property	Perkhamfield and Longmead on Barton Road (2 detached properties one with side conservatory)	High and Medium	National	High	675m	There are oblique conservatory side and rear views over mature garden vegetation towards the F Route but this would be heavily filtered by intervening field boundary vegetation and further obscured from the eastern property from ground floor views by a large garage. These glimpsed views would be of the F Route which is visible against Loxton Hill, in front of the M5 and fully backgrounded by Banwell Hill. The pylons are filtered by field boundary vegetation.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route in the gaps between screening is expected to be perceptible. Underground cable installation, where visible, would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and a temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Link boxes associated with the jointing bays of the underground cables will be visible as they will be protected by a temporary working canopy and HDD operations within the cable swathe at the river crossing to the north be also be visible. There would be a low alteration to the existing view and a low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from oblique and direct glimpsed views across the fields above trees and hedgerows. On completion, the reinstated and reseeded underground cable swathe would be barely perceptible and largely screened. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.27	N/A
C1.H31	Residential Property	Properties at the junction between Barton Road and Max Mill Lane (Maxfield, Cherry Max Cottage and Heartgrove, Dingle View)	Medium	National	High	795m	There are direct rear views from the upper storey only over mature garden hedgerow. There is a view of the F Route filtered through trees and vegetation in the foreground. The F Route is visible above trees and vegetation and fully backgrounded by Banwell Hill.	During construction: Low adverse From this group of properties, in the short-term, at-height works associated with removal of the F Route would be largely screened with filtered views available in places above trees and vegetation. Underground cable installation is not anticipated to be visible due to tree and vegetation screening. There would be a low alteration to the existing view and a low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from oblique and direct filtered views above trees and hedgerows. On completion, the reinstated and reseeded underground cable swathe would not be visible. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	C1.27	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H32	Residential Property	Detached property along track near Nut Tree Farm, off Church Lane in Winscombe	High and Medium	National	High	975m	There are assumed views northwest through gaps in field boundary hedgerow and trees. The view extends over fields towards Banwell Hill with the F Route perceptible above trees and hedgerows backgrounded by Banwell Hill in part of the view.	During construction: Low adverse In the short-term from this property at-height works associated with removal of the F Route would be visible in the distance above trees in a small proportion of the view. Intervening trees and hedgerow field boundaries would screen proposed cable installation in the view. There would be a low alteration to the existing view and a low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from oblique glimpsed views above trees and vegetation across the fields resulting in a beneficial visual effect. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
C1.H33	Residential Property	Watersmeet on Max Mill Lane (bungalow)	High	National	High	475m	There are side and rear views northwest filtered by field boundary hedgerows and trees and obscured in places by the boundary fence to the property. The view extends across fields towards Banwell Hill with the F Route perceptible crossing east to west, backgrounded by higher ground.	During construction: Low adverse In the short-term at-height works associated with removal of the F Route would be perceptible in places above trees and hedgerows. Ground level works would largely be screened and heavily filtered. Underground cables installation would be heavily filtered and screened by trees along the Lox Yeo River. There would be a low alteration to the existing view and a low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from views above trees and vegetation across the fields resulting in a beneficial visual effect. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial due to the F Route removal. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	C1.43	N/A
C1.H34	Residential Property	Property and cottages at Max Mills Farm on Max Mill Lane	High and Medium	National	High	380m	This group of properties have views west, north and northeast over fields towards Banwell Hill. The F Route is visible parallel to the Lox Yeo River above mature field boundary hedgerow and trees across the view. The F Route is partly filtered by property and field boundary hedgerow and trees and is visible in places above Banwell Hill. Filtered views would include the sewage works off Max Mill Lane to the northwest.	During construction: Low adverse From this group of properties, in the short-term at-height works associated with removal of the F Route would be visible above intervening trees and in filtered views. Views of construction traffic travelling on the access roads to the north would be perceptible but heavily filtered by hedgerows. Views of the underground cables installation further north is not expected to be visible due to screening from intervening trees and hedgerow field boundaries. Views of the HDD works at the Lox Yeo River would be screened due to intervening trees and hedgerow field boundaries. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Moderate beneficial The F Route would be removed from views above trees and vegetation across the fields resulting in a beneficial visual effect. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and receptors would experience a moderate beneficial magnitude of effect in views. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Moderate beneficial	Moderate beneficial	C1.43	N/A
C1.H35	Residential Property	Rhodyate Farm and neighbouring properties on The Rhodyate	High and Medium	National	High	135m	There are direct upper storey rear and side expansive views over field boundary hedgerows which spans west to east. Crook Peak and Brent Knoll are visible in the far distance through the valley, at Loxton Gap where the M5 corridor traverses. The F Route is visible above trees and hedgerows across the view. Tree and hedgerows obscure distant views of the F Route. The pylons are fully backgrounded by mature woodland, Crook Peak and Brent Knoll.	During construction: Moderate adverse In the short-term at-height works would be visible during the removal of the F Route and would be visible across the view. The proposed 400kV underground cable works would be visible in open views close to receptors and this would include HDD works under the Lox Yeo River to the southwest and HDD or open cut activity to the east at the A371 Banwell Road. The construction compound would also be visible to the east. Views of the proposed 400kV underground cables swathe would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area and access roads connecting to Castle Hill. Given the close proximity of the works, the large proportion of view affected and the short duration the magnitude of effect would be moderate adverse. During operation: Moderate beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from across the view and this would result in a beneficial visual effect. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and receptors would experience a moderate beneficial magnitude of effect in views. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated on completion.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.46 and C1.47	VPC10
C1.H36	Residential Property	Bungalow named 'Winfield' on Christon Road	High	National	High	320m	There are front views looking south towards the F Route which spans west to east and in places is visible above trees along the Lox Yeo River. The F Route is backgrounded by the valley and trees.	During construction: Low adverse In the short-term at-height works would be visible during the removal of the F Route. The proposed 400kV underground cables installation would be visible closer in views across fields and receptors would have views towards HDD works where the cables route crosses the Lox Yeo River. Views would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially screen the proposed cable works in places. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. Given the level of filtering and proportion of the view affected for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cables swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from views and would result in a beneficial visual effect. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H37	Residential Property	Two detached properties at Rhodyate Lodge on The Rhodyate	High and Medium	National	High	280m	There are front and side direct and oblique slightly elevated views south towards the F Route. The F Route is backgrounded by the hillside and trees, while the proposed underground cable route is partly visible across the fields in front of the F Route.	During construction: Low adverse In the short-term at-height works would be perceptible during the removal of the F Route. Underground cables installation partially visible in open views south would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area, compound/ Laydown area and two further access roads connecting to Castle Hill. The installation of the proposed 400kV underground cable would include HDD or open cut activity where the cable swathe crosses Castle Hill. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cables installation in the view. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The removal of the F Route from slightly elevated expansive views of the Lox Yeo Valley would result in a low beneficial visual effect. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated in the medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.47	VPC10
C1.H38	Residential Property	Detached property on the corner of Wint Hill	Medium	National	High	435m	There is an oblique view from the upper storey of the property over the adjacent property. The F Route is not visible from the ground floor and any upper storey view experienced is expected to be heavily filtered and barely perceptible.	During construction: Low adverse In the short-term at-height works would be perceptible during the removal of the F Route and the installation of the proposed 400kV underground cable, though this would mainly be in the far distance. Surface level disruption associated with construction activity should not be perceptible due to the topography and the elevated nature of the receptor. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route to be removed from the upper storey views would result in a beneficial visual effect. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.48	N/A
C1.H39	Residential Property	Group of properties 'Castle Cottages' along Banwell Road	High and Medium	National	High	240m	This view is experienced from a group of cottages and is an expansive, direct, rear, southern view with the F Route visible above field boundary vegetation across the view. The F Route is backgrounded by fields, Barton Hill and Crook Peak and filtered at the base.	During construction: Low adverse From this group of properties, in the short-term at-height works associated with removal of the F Route is expected to be visible above intervening trees. The change is low adverse due to the degree of filtering present by trees and hedgerows and backgrounding. Views of construction traffic travelling on access roads would be perceptible but heavily filtered by hedgerows. Views of the underground cables installation closer in views would not be visible due to screening from intervening trees and hedgerow field boundaries to the north. No views of HDD activity where the cables route crosses Castle Hill due to intervening trees and hedgerow field boundaries. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route to be removed from filtered expansive direct rear views would result in a beneficial visual effect. The Proposed Development would result in low beneficial magnitude of effects in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.49	N/A
C1.H40	Residential Property	Quarry Cottage on Banwell Hill	High and Medium	National	High	655m	There are direct side views northeast through gaps in woodland towards the Somerset Levels and Moors (in Section D). Views south are largely screened by mature trees along the property boundary and the adjacent water works. The F Route is barely perceptible in places in the distance to the northeast.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route and the installation of the proposed 400kV underground cable are expected to be barely perceptible in the distance in Section D. It is anticipated that ground works associated with construction activity would be perceptible, though barely perceptible within the context of the view. Receptors would experience a very low alteration to the existing view with works barely perceptible for the short-term. Receptors would experience a negligible magnitude of effect. During operation: Negligible The F Route would be removed from filtered distant views resulting in a negligible visual effect. The proposed 400kV overhead line, supported by T-pylons, AT Route connection and the proposed Sandford Substation in Section D would be barely perceptible above trees in the distance. The Proposed Development would occupy a very small proportion of the view and would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible Long term views of the Proposed Development 15 years after completion would be similar to those anticipated on completion.	Negligible	Negligible	Negligible	C1.41	VPC12

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H41	Residential Property	Wint Hill Farm' on Wint Hill	High and Medium	National	High	525m	From higher ground there are direct front views southeast across open fields towards Compton Hill. The F Route is visible running east to west at the foot of Compton Hill. The F Route is filtered by field boundary hedgerows and trees in lower elevation views up to three quarters of the height of the structure. The F Route is backgrounded by Compton Hill.	During construction: Low adverse In the short-term at height works would be visible above trees during the removal of the F Route, partially filtered in places by field trees. Underground cable installation visible in views southeast would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches, and the temporary construction haul road. The installation of the proposed 400kV underground cable would include HDD activity where the cables route would pass underneath the Lox Yeo River. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. A moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from the south-easterly views resulting in a low beneficial visual effect. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.37	N/A
C1.H42	Residential Property	Detached property on Wint Hill	Medium	National	High	570m	There are direct southeast, upper storey, front aspect view towards Compton Hill over open fields. The ground floor views are heavily filtered by garden boundary vegetation and screened by a wall. The F Route is visible travelling across the base of Compton Hill east to west. The pylons are filtered at the lower elevations by field boundary vegetation and backgrounded by Compton Hill.	During construction: Low adverse In the short-term at-height works would be perceptible during the removal of the F Route from upper storeys. Underground cables installation in views southeast would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. The installation of the proposed 400kV underground cable would include HDD works where the cables route would pass underneath the Lox Yeo River. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. A moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from direct upper storey front views resulting in a beneficial visual effect. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.37	N/A
C1.H43	Residential Property	Detached properties including Wint Hill Lodge on Christon Road	High and Medium	National	High	515m	There are direct rear views south over mature vegetation across the valley towards Compton Hill and Crook Peak. The F Route is visible above trees and hedgerows and is filtered at the lower elevation and backgrounded by the raised landform the hills beyond. Receptors have distant channelled views towards Loxton Gap with Brent Knoll visible in the distance in Section B between Crook Peak and Loxton Hill. The F Route is visible at Loxton Gap with little backgrounding and some pylons visible against the sky.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above trees and hedgerows and in the distance at Loxton Gap. Underground cable installation would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches and temporary construction haul road with post and wire fencing protecting both sides of the working area. The installation of the proposed 400kV underground cable would include HDD works where the cables route passes underneath the Lox Yeo River. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. A moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from direct and oblique views across the valley and at Loxton Gap. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.37	N/A
C1.H44	Residential Property	Benters Lodge Stables on Christon Road	High and Medium	National	High	620m	Views from the property are largely screened and filtered by roadside hedgerow and boundary vegetation. There are from oblique glimpsed views east through gaps in evergreen garden vegetation and southwest beyond roadside hedgerow. The F Route is visible in the valley above field trees and hedgerows in a small proportion of the view and fully backgrounded by the hills south of the valley.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible in a small proportion of oblique views. Underground cable installation would be largely screened by roadside hedgerows but in places would be visible in oblique views towards the valley with the working area, topsoil stripping and creation of soil heaps, cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. HDD works at the Lox Yeo River would be screened. Intervening trees and hedgerow field boundaries would largely screen proposed cable works in the view. There would be a low scale of change from the existing view and given the level of screening and filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from a small proportion of oblique views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be barely perceptible. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.37	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H45	Residential Property	Gilbert Lodge and Marland on Christon Road	High and Medium	National	High	670m	There are direct front views south over garden vegetation, Benter Lodge and Christon Road in the foreground, with distant views towards Brent Knoll, visible at Loxton Gap. The F Route is visible above trees and hedgerows and is filtered at the lower elevation and backgrounded by the raised landform the hills beyond. Receptors have distant channelled views towards Loxton Gap with Brent Knoll visible in the distance in Section B between Crook Peak and Loxton Hill. The F Route is visible at Loxton Gap with little backgrounding and some pylons visible against the sky.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above trees and hedgerows and in the distance at Loxton Gap. Underground cable installation would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches and temporary construction haul road with post and wire fencing protecting both sides of the working area. The installation of the proposed 400kV underground cable would include HDD works where the cables route passes underneath the Lox Yeo River. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. A moderate proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from direct and oblique views across the valley and at Loxton Gap. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.35	N/A
C1.H46	Residential Property	Warren Cottage off Bridewell Lane	High and Medium	National	High	865m	The property is on high ground and there are elevated front views south and views east that are heavily filtered and screened by woodland. The F Route would be largely screened or heavily filtered in views. Receptors have partially filtered distant channelled views towards Loxton Gap with Brent Knoll visible in the distance in Section B between Crook Peak and Loxton Hill. The F Route is visible at Loxton Gap with little backgrounding and some pylons visible against the sky.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route is expected to be barely perceptible in views southwest and heavily filtered views south. Underground cable installation would be visible in places to the southwest but largely filtered and screened in most views. Intervening trees and hedgerow field boundaries would largely screen proposed cable works in the view. A low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short-term the F Route would be removed from oblique views. On completion, the reinstated and reseeded underground cable swathe would be barely perceptible. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.36	N/A
C1.H47	Residential Property	Yarberry Farm, Banwell Road	High and Medium	National	High	815m	Direct views south towards the F Route backgrounded by Compton Hill across Lox Yeo Valley filtered by mature trees on field boundaries. Receptors have distant views towards Loxton Gap with Brent Knoll visible in the distance in Section B between Crook Peak and Loxton Hill. The F Route is visible at Loxton Gap with little backgrounding and some pylons visible against the sky.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above and at gaps between trees. The proposed 400kV underground cables installation would be visible in places at gaps between trees and hedgerows and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches and a temporary construction haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. A low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be barely perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from direct and oblique views. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.31	N/A
C1.H48	Residential Property	Vernon Gate, Banwell Road	High and Medium	National	High	945m	There are front and side direct and oblique views southwest and southeast. There are views of the F Route parallel to the M5 at the base of Crook Peak. The F Route is visible above trees and hedgerows. The F Route is visible at Loxton Gap with little backgrounding and some pylons visible against the sky.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible above and at gaps between trees. The proposed 400kV underground cables installation would be visible in places at gaps between trees and hedgerows and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches and a temporary construction haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. A low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be barely perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from direct and oblique views. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.31	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H49	Residential Property	The Beeches' on Banwell Road in Christon	High and Medium	National	High	925m	There is a direct first and lower storey view across the valley. The F Route is visible across the valley to the southwest and parallel to the M5 at the base of Crook Peak. The F Route is visible above trees and hedgerows. The F Route is visible at Loxton Gap with little backgrounding and some pylons visible against the sky.	During construction: Low adverse In the short-term works associated with the removal of the F Route would be visible across the valley. Underground cable installation, where visible, would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary stone road, and post and wire fencing protecting the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. The construction of the proposed 400kV overhead line and the South of Mendip Hills CSE compound would be barely perceptible in southerly views through Loxton Gap and across the Somerset Levels and Moors in Section B. A low proportion of the view would be affected. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. On completion: Low beneficial In the short and medium-term the F Route would be removed from a significant part of the view resulting in a beneficial visual effect. The proposed South of Mendip Hills CSE compound would be visible in a very small part of the view comprising the M5 motorway in the distance and the proposed 400kV overhead line using the T-pylon would be introduced into a very small part of the view on a similar alignment to the F Route to the south of the River Axe and backgrounded by the Levels beyond. On completion, the reinstated and reseeded underground cable swathe and in-situ replacement hedgerows would be barely perceptible in views. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
C1.H50	Residential Property	Group of farm cottages on Banwell Road at the edge of Christon Settlement	High and Medium	National	High	925m	Views looking east to southeast towards Crook Peak over the M5 motorway and partially filtered and screened by boundary trees, orchards and properties to the southwest. The F Route is visible across the valley to the southeast and above intervening field trees and hedgerows. In places filtered views of the F Route parallel to the M5 at the base of Crook Peak are visible. The F Route is backgrounded by agricultural fields and hills.	During construction: Low adverse In the short-term works associated with the removal of the F Route would be visible above trees and hedgerows across the valley. Underground cables installation where visible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would largely screen proposed cable works in the view. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe and in-situ replacement hedgerows would be barely perceptible in views. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.29	VPC8
C1.H51	Residential Property	Properties north of Christon Road to the east of Loxton Church	High and Medium	National	High	830m	There are direct rear and oblique side views looking southeast towards Crook Peak and down towards the M5 motorway. The F Route is visible through the valley to the south towards Loxton Gap and parallel to the M5 at the base of Crook Peak. The F Route is visible through the valley above trees and hedgerows with the lower elevations typically filtered and screened. There are views, partially filtered in places, towards the F Route parallel to the M5 at the base of Crook Peak. The F Route is backgrounded by agricultural fields and hills.	During construction: Low adverse In the short-term works associated with the removal of the F Route would be visible across the valley. The proposed 400kV underground cables installation would be visible and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and temporary haul road with post and wire fencing protecting both sides of the working area. The construction of the proposed 400kV overhead line and the upper elevations of the South of Mendip Hills CSE compound would be barely perceptible in southerly views beyond Loxton Gap and across the Somerset Levels and Moors in Section B. There would be a low scale of change from the existing view and given the level of filtering and proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from a significant part of the view resulting in a beneficial visual effect. The proposed South of Mendip Hills CSE compound would be visible in a very small part of the view comprising the M5 motorway in the distance and the proposed 400kV overhead line using the T-pylon would be introduced into a very small part of the view on a similar alignment to the F Route to the south of the River Axe and backgrounded by the Levels beyond. On completion, the reinstated and reseeded underground cable swathe and in-situ replacement hedgerows would be barely perceptible in views. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.29	VPC8
C1.H52	Residential Property	4 detached properties. The Old Granary, The Bullbryre and The Wagon House + 1 property at the end of the track off Banwell Road in Christon	High and Medium	National	High	720m	Most views are open looking southeast towards Crook Peak over the M5 corridor. The F Route is visible across the valley to the southwest and then following the line of the M5 across the base of Crook Peak. The pylons are viewed with filtering to the lower elevation only. Pylons are backgrounded by agricultural fields below Crook Peak until Loxton Gap, at which point the very tops of the pylons are visible against the sky.	During construction: Low adverse In the short-term construction works associated with the removal of the F Route is expected to be perceptible. Underground cable work is visible and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would largely screen proposed cable works in the view. The construction of the proposed 400kV overhead line and the upper elevations of the South of Mendip Hills CSE compound would be perceptible in introduced in a small part of the distant view. During operation: Low adverse In the short and medium-term the F Route would be removed from a significant part of the view resulting in a beneficial visual effect. The proposed South of Mendip Hills CSE compound would be visible in a very small part of the view comprising the M5 motorway in the distance and the proposed 400kV overhead line using the T-pylon would be introduced into a very small part of the view on a similar alignment to the F Route to the south of the River Axe and backgrounded by the Levels beyond. On completion, the reinstated and reseeded underground cable swathe and in-situ replacement hedgerows would be barely perceptible in views. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding and filtering in places. There would be a low scale of change from existing views and the magnitude of effect would be low beneficial. After 15 years: Low adverse Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor adverse	Minor adverse	C1.29	VPC8

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H53	Residential Property	Christon Court	High and Medium	National	High	880m	There are elevated heavily filtered views east and southeast towards Crook Peak beyond the M5 motorway. Lower storey views are screened by a tall boundary wall surrounding this property. The F Route is barely visible along the M5 at the foot of Crook Peak. The upper part of the F Route is barely visible above intervening trees and hedgerow and is backgrounded by Crook Peak.	During construction: Negligible In the short-term construction works associated with the removal of the F Route would likely be barely perceptible through heavy filtering in foreground views. Underground cable work would also be barely perceptible in views across the valley. During operation: Negligible The F Route would be removed from heavily filtered views. On completion, the reinstated and reseeded underground cable swathe and in-situ replacement hedgerows would be barely perceptible in views. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The Proposed Development would result in a negligible magnitude of effect in views from this receptor. After 15 years: Negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Negligible	Negligible	Negligible	C1.29	VPC8
C1.H54	Residential Property	Group of detached properties at the junction between Weston Lane, Christon Road and Banwell Road	High and Medium	National	High	855m	There are glimpsed, upper storey views only, looking southeast towards the F Route. Property views are heavily filtered by mature garden vegetation and field boundary trees and hedgerows. There is a distant view of the M5 in glimpsed views and the F Route is visible running parallel to the M5 through gaps between trees, with backgrounding by higher ground beyond.	During construction: Negligible In the short-term construction works associated with the removal of the F Route would be barely perceptible. Underground cable work would also be barely perceptible across the valley. Intervening trees and mature garden vegetation would provide screening of proposed cable works in the view. During operation: Negligible In the short and medium-term the F Route would be removed from the glimpsed, distant view. The proposed 400kV overhead line would be introduced in views to the south in Section B. The proposed 400kV overhead line using the T-pylon would be introduced into a very small part of the view on a similar alignment to the F Route to the south of the River Axe (River Axe not perceptible) and backgrounded by the Somerset Levels and Moors beyond. On completion, the reinstated and reseeded underground cable swathe and in-situ replacement hedgerows would be barely perceptible in views. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The Proposed Development would result in a negligible magnitude of effect in views overall from this receptor. After 15 years: Negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Negligible	Negligible	Negligible	C1.28	N/A
C1.H55	Residential Property	Hamwood', detached property on Christon Road	Medium	National	High	900m	Direct upper storey front view east to southeast over tall mature roadside hedgerow and trees towards Crook Peak. The F Route is visible in elevated upper storey views. Lower storey views may include the upper part of the F Route, though they would be heavily filtered. The F Route is backgrounded by Crook Peak.	During construction: Low adverse In the short-term construction works associated with the removal of the F Route would be perceptible above roadside hedgerows. Underground cable work where visible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would largely screen proposed cable works in the view. The construction of the proposed 400kV overhead line and the upper elevations of the South of Mendip Hills CSE compound would be barely perceptible in a small part of the distant view. During operation: Low adverse to negligible The F Route would be removed from filtered and distant views resulting in a negligible visual effect. The proposed 400kV overhead line using the T-pylon would be introduced into a very small part of the filtered lower storey and open upper storey view on a similar alignment to the F Route to the south of the River Axe (River Axe not perceptible) and backgrounded by the Somerset Levels and Moors beyond. On completion, the reinstated and reseeded underground cable swathe and in-situ replacement hedgerows would be barely perceptible in views. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. Overall the Proposed Development would result in a low adverse to negligible magnitude of effect in views from this receptor. After 15 years: Low adverse to negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor adverse to negligible	Minor adverse to negligible	C1.28	N/A
C1.H56	Residential Property	Towerhead House on Towerhead Road	Medium	National	High	40m	This detached property has trees and a stone wall to its boundaries. The property has a north facing aspect with a part woodland setting which filters and screens views north towards the proposed construction compound adjacent to Towerhead Road, and towards the working area for the proposed 400kV underground cables. Views east are also filtered and screened by garden trees. Lower storey views are heavily filtered by mature garden trees. The F Route may be perceptible to the southeast and south running across the foot of Banwell Hill.	During construction: Moderate adverse In the short-term at-height works associated with the removal of the F Route would be visible in direct rear upper storey views filtered by intervening trees. Underground cable works, where visible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches and a temporary haul road with post and wire fencing protecting both sides of the working area. The proposed installation of 400kV underground cables would comprise HDD or cables laid in open cut trenches where the cable route crosses Towerhead Road. Construction activity associated with the construction of the proposed 400kV and 132kV overhead lines would be perceptible above trees in northern views towards Section D. Construction of Sandford Substation would not be perceptible through heavy filtering by trees. During operation: Low beneficial The F Route would be removed from direct rear views. On completion, the reinstated and reseeded underground cable swathe and in-situ replacement hedgerows would be barely perceptible in views. After 15 years: Low beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Minor beneficial	Minor beneficial	D1.1	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H57	Residential Property	Orchard Lea on Towerhead Road in Towerhead	High and Medium	National	High	65m	There is a direct front view north-north-west (from lower and upper storey windows) from this property which is in an elevated position south of Towerhead Road. The view extends down and over the road and across open fields with the F Route running within close proximity to the receptor. A pylon on the F Route on the opposite side of Towerhead Road is filtered at the base and visible against the sky. A hedgerow and line of trees filter views of the route of the proposed 400kV underground cables to the north and west. There is a rear property view west of the F Route and the route of the proposed 400kV underground cables as it runs north south to the west and southwest of this property.	During construction: Moderate adverse In the short-term views west would include partial views of the proposed 400kV underground cable swathe. Underground cable work would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches and a temporary haul road with post and wire fencing protecting both sides of the working area. Views would comprise works associated with the removal of the F Route at the foot of Banwell Hill and in views north-northwest beyond Towerhead Road. Views of works at the proposed Sandford Substation site are not anticipated due to intervening screening by rising ground and properties on Mead Lane. The magnitude of effect would be moderate adverse during construction due to the property experiencing close proximity views, with some filtering. During operation: Moderate beneficial The F Route would be removed from direct front views. On completion, the reinstated and reseeded underground cable swathe would be barely perceptible in the view, along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established within 3 to 5 years following planting works. The top of the proposed 400kV and 132kV overhead lines, and the top of gantries at Sandford Substation in Section D may be perceptible in the upper storey view but forming a very small component of the view. Overall a moderate beneficial magnitude of effect would be experienced due to F Route being removed from close proximity in the view. After 15 years: Moderate beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Moderate adverse	Moderate beneficial	Moderate beneficial	C1.65	N/A
C1.H58	Residential Property	Sandford Retirement Village	High and Medium	National	High	140m	There are direct lower and upper storey views southwest from properties on the western edge of this retirement village. Views extend southwest across farmland gently sloping westwards towards the Brook, beyond the dismantled railway (which the Strawberry Line long distance route runs along). The brook is not visible due to landform screening and screening by field boundary hedgerow and trees. A short section of the F Route (including a 132kV pylon sited on lower ground), is visible backgrounded by Banwell Hill and Banwell Wood, and partially filtered and screened in some views by field boundary hedgerow and trees.	During construction: Low adverse In the short-term works associated with the removal of the F Route would be perceptible in a small proportion of views affected. Works relating to the installation of proposed underground cables would be largely screened by landform and intervening field boundary hedgerow and trees. Given the low proportions of the view affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from lower and upper storey views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be barely perceptible in part of the view. Grassland across the cable swathe would have become established within 1 to 3 years. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial In the long-term views would be similar to those anticipated on completion.	Minor adverse	Minor beneficial	Minor beneficial	C1.64	N/A
C1.H59	Residential Property	Properties west and east of Roman Road south of the A368 Station Road	High and Medium	National	High	350m	Property views are partially screened by development at Sandford Retirement Village. Some rear property views (filtered in places by garden vegetation) anticipated to include part of the F Route partially backgrounded by Banwell Hill beyond.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route is anticipated to be perceptible in views southwest. Underground cable works on lower ground in the valley between the dismantled railway on the edge of Sandford and Banwell Hill not anticipated to be visible. No greater than a low proportion of the view is anticipated to be affected by construction works. The magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from a small proportion of the view from properties. The Proposed Development would result in a low beneficial magnitude of effect in views. After 15 years: Low beneficial In the long-term views would be similar to those anticipated on completion.	Minor adverse	Minor beneficial	Minor beneficial	C1.66	N/A
C1.H60	Residential Property	Properties on Orchard Drive	High and Medium	National	High	495m	There are limited property views of the F Route to the southwest and northwest due to property orientation and intervening screening by field boundary trees and hedgerow (to the southwest) and property and development in Sandford (in views northwest). The F Route is anticipated to be glimpsed in limited views with backgrounding by Banwell Hill to the southwest. The upper part of 132kV pylons on the N Route may be perceptible over and between properties looking northwest.	During construction: Low adverse In the short-term views of at-height works associated with the removal of the F Route a and part of the N Route are anticipated to be barely perceptible. Underground cable works on lower ground in the valley between the dismantled railway on the edge of Sandford and Banwell Hill would not be visible due to intervening screening. No greater than a low proportion of the view is anticipated to be affected by construction works. The magnitude of effect would be low adverse. During operation: Low beneficial The F Route and part of the N Route would be removed from a small proportion of limited property views. The Proposed Development would result in a low beneficial magnitude of effect in views. After 15 years: Low beneficial In the long-term views would be similar to those anticipated on completion.	Minor adverse	Minor beneficial	Minor beneficial	C1.66	N/A
C1.H61	Residential Property	Detached properties and bungalows on the north side of Hill Road	Medium	National	High	480m	Views are heavily filtered by garden and field boundary trees and shrubs to the west and rear of the properties. The F Route is anticipated to be visible in some property views with backgrounding by Banwell Hill.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route are anticipated to be visible in limited views southwest. Underground cable works on lower ground in the valley between the dismantled railway on the edge of Sandford and Banwell Hill would be screened from view. No greater than a low proportion of the view is anticipated to be affected by construction works. The magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from a small proportion of the some property views. The Proposed Development would result in a low beneficial magnitude of effect in views. After 15 years: Low beneficial In the long-term views would be similar to those anticipated on completion.	Minor adverse	Minor beneficial	Minor beneficial	C1.66	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H62	Residential Property	Bungalows on Somerville Road	High and Medium	National	High	740m	There are elevated rear views looking northwest over garden boundary vegetation and screening by intervening built form. The N Route is perceptible in places above mature garden vegetation and intervening properties. Lattice pylons are viewed above backgrounding by the distant Tickenham Ridge.	During construction: Low adverse In the short-term at-height works associated with the removal of the southwestern section of the N Route and the more distant F Route anticipated to be perceptible in no greater than a small proportion of limited property views northwest. Temporary at-height works associated with the construction of the proposed 400kV overhead line (and proposed AT connection) would be perceptible in no greater than a low proportion of the view. Given the distance of construction works and the generally low proportions of the view affected, the magnitude of effect would be low adverse. During operation: Overall Negligible The F Route (barely perceptible) would be removed from views beyond the retained N Route. The proposed 400kV overhead line supported by T-pylons running northeast of the proposed Sandford Substation (barely perceptible or screened in views)anticipated to be perceptible in a very low proportion of the view, where property views extend northwest across the Somerset Levels and Moors in Section D. The magnitude of effect would be negligible. After 15 years: Overall Negligible Long-term views of the Proposed Development 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Negligible	Negligible	C1.63	N/A
C1.H63	Residential Property	Detached properties accessed off the lane east from Hill Road, Sandford	High and Medium	National	High	565m	There are front and side lower and upper storey views northwest and north over mature trees and beyond Sandford, including Thatchers Cider Farm. A limited numbrr of lattice pylons on the N Route, F Route and distant AT Route are anticipated to be perceptible in part of the view, above intervening hedgerow and trees and with backgrounding by the Somerset Levels and Moors beyond, and Tickenham Ridge in the distance.	During construction: Low adverse In the short-term at-height works associated with the removal of the southwestern extent of the N Route and the more distant F Route anticipated to be perceptible. Construction activity associated with the construction of the proposed Sandford Substation and proposed 400kV and 132kV overhead lines anticipated to be perceptible in no greater than a low proportion of the view northwards beyond Sandford. Given the distance of construction works and the proportion of the view affected, the magnitude of effect would be low adverse. During operation: Negligible The proposed 400kV overhead line supported with the taller T-pylon (with a solid central column and cross arm) anticipated to be perceptible in some views generally comprising a very small proportion of the overall view, which comprises the F Route (removed from the view) and the N and AT Routes (partially removed from the view). Proposed removal of existing overhead lines would result in a very low alteration to the existing view. The upper part of gantries and taller equipment within the proposed Sandford Substation anticipated to be barely perceptible in the overall view. The magnitude of effect in the view would be negligible overall. After 15 years: Negligible In the long-term views of the Proposed Development 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Negligible	Negligible	N/A	N/A
C1.H64	Residential Property	Detached properties east of Hill Road, Sandford	High and Medium	National	High	495m	There are upper storey elevated views from properties looking northwest and north over mature trees towards the Somerset Levels and Moors in Section D, with Tickenham Ridge perceptible in the distance. A limited number of lattice pylons on the N Route, F Route and the AT Route are anticipated to be perceptible with backgrounding by the Somerset Levels and Moors, and Tickenham Ridge beyond.	During construction: Low adverse In the short-term at-height works associated with the removal of the southwestern extent of the N Route and the F Route are anticipated to be perceptible over property roofs and through gaps between houses. Works associated with the construction of the proposed 400kV and 132kV overhead lines would be perceptible above trees. Construction activity relating to the proposed Sandford Substation anticipated to be barely perceptible. Given the low proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Negligible The proposed 400kV overhead line supported with the taller T-pylon (with a solid central column and cross arm) anticipated to be perceptible in a very small proportion of the overall view, which comprises the F Route (removed from the view) and the N and AT Routes (partially removed from the view). Proposed removal of existing overhead lines would result in a very low alteration to the existing view. The upper part of gantries and taller equipment within the proposed Sandford Substation anticipated to be barely perceptible in the overall view. The magnitude of effect in the view would be negligible overall. After 15 years: Negligible Long-term views of the Proposed Development 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Negligible	Negligible	N/A	N/A
C1.H65	Residential Property	Properties on the west and east side of Hill Road	High and Medium	National	High	345m	There are glimpsed views of pylons on the F Route from the rear to the west between gaps in mature field boundary hedgerow and trees. To the north there are more open but oblique views of the F Route and the connection to the N Route. 132kV pylons are partially backgrounded, with the lower elevations remaining filtered by vegetation and screened by built form.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route is expected to be visible in some views between gaps in the garden vegetation. Underground cable work would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and a temporary haul road with post and wire fencing protecting both sides of the working area. The construction of the proposed 400kV underground cable would include cable bridge activity where the cable swathe crosses Towerhead Brook. The general construction activity associated with the construction of the new 400kV and 132kV overhead lines would be perceptible above trees in northern but more distant views towards Section D. Views of Sandford substation would not be perceptible through heavy filtering. During operation: Low beneficial The F Route would be removed from direct rear views. The upper part of the proposed 400kV and 132kV overhead lines and the gantries at Sandford Substation in Section D may be visible in rear oblique northerly views, backgrounded by landform and comprising a small part of the view. After 15 years: Low beneficial Long-term views of the Proposed Development 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H66	Residential Property	Properties on the northern edge of Sandford Batch, to the west of the main road running through this settlement	High and Medium	National	High	240m	There are direct rear views from properties on west side of South Hill. These views look towards the F Route which appears to be backgrounded by Banwell Hill.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be visible in some direct and oblique views. The 400kV underground cable will be perceptible but heavily filtered in views due to screening by intervening garden vegetation and hedgerow field boundaries. Underground cable work would also comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and a temporary haul road with post and wire fencing protecting both sides of the working area. The construction of the proposed 400kV underground cable would include cable bridge activity where the cable swathe crosses Towerhead Brook and HDD or open cut crossing Castle Hill. The access roads servicing the angle pylon may also be visible but filtered and oblique. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be barely perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from direct rear views resulting in a beneficial visual effect. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Minor Beneficial	Minor Beneficial	C1.58	N/A
C1.H67	Residential Property	Properties on South Hill	Medium	National	High	335m	There are first floor channelled views between and over properties from the east side of South Hill. These views look towards the F Route which appears to be backgrounded by Banwell Hill.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route is expected to be barely perceptible channelled views between properties. The 400kV underground cable will be barely perceptible due to heavily filtered in views due to screening by intervening garden vegetation and hedgerow field boundaries. Underground cable work where visible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and a temporary haul road with post and wire fencing protecting both sides of the working area. The construction of the proposed 400kV underground cable would include cable bridge activity where the cable swathe crosses Towerhead Brook and HDD or open cut crossing Castle Hill. The access roads servicing the angle pylon may also be visible but filtered and oblique. During operation: Negligible On completion, the reinstated and reseeded underground cable swathe would be barely perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be permanently removed from all views view resulting in a negligible visual effect. The Proposed Development would result in negligible magnitude of effects in views from this receptor. After 15 years: Negligible Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated on completion.	Negligible	Negligible	Negligible	C1.58	N/A
C1.H68	Residential Property	Properties on Quarry Road	High and Medium	National	High	365m	From this group of properties there is an oblique rear and front aspect views southwest as well as direct side views to the northwest. There are first floor views of the existing F Route as it crosses the view, appearing backgrounded by Banwell Wood. The pylons are assumed to be visible to the west from some views, some being screened by built form and some would be viewed visible against the sky when travelling along the valley at the base of Crooks Peak, although they are barely perceptible. The view looks straight down the alignment to the southwest. The pylons are filtered by garden vegetation and screened by built form.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route is expected to be visible in some direct and oblique views. The 400kV underground cable will be perceptible but heavily filtered in views due to screening by intervening garden vegetation and hedgerow field boundaries. Underground cable work visible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. The construction of the proposed 400kV underground cable would include cable bridge activity where the cable swathe crosses Towerhead Brook and HDD or open cut crossing Castle Hill. The access roads servicing the angle pylon may also be visible but filtered and oblique. During operation: Low beneficial On completion, the reinstated and reseeded underground cable swathe would be barely perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The F Route would be removed from front and rear views resulting in a beneficial visual effect. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated on completion. Replacement hedgerow planting would have matured and stock-proof fencing protecting hedgerows would not be visible.	Minor adverse	Minor beneficial	Minor beneficial	C1.58	N/A
C1.H69	Residential Property	Detached cottage to the east end of Quarry Road	High and Medium	National	High	460m	There are front, direct views west towards Banwell Hill over Sandford Batch. The F Route is visible crossing the view and running past Crook Peak. The pylons are backgrounded by Banwell Hill and are heavily filtered by garden boundary vegetation in the immediate foreground and field boundary vegetation in the adjacent fields.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route is expected to be visible in some direct and oblique views. The 400kV underground cable will be perceptible in oblique views to the north through filtering vegetation and screening built form. Underground cable work visible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and a temporary haul road with post and wire fencing protecting both sides of the working area. The construction of the proposed 400kV underground cable would include cable bridge activity where the cable swathe crosses Towerhead Brook and HDD or open cut crossing Castle Hill. The access roads servicing the angle pylon may also be visible but filtered and oblique. During operation: Low beneficial The F Route would be removed from direct front aspect views resulting in a beneficial visual effect. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.58 and C1.59	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Residential Properties within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipate view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.H70	Residential Property	Group of semi-detached properties at Sandford Batch	High and Medium	National	High	405m	This group of properties has direct and oblique front aspect views from the upper storey looking south-west along the valley towards Loxton. The F Route is visible in the view towards Banwell Hill. The pylons are screened by built form, which limit views to the very tops of the pylons only. The pylons are viewed visible against the sky to the north of Banwell Plain. The pylons are also visible in far distance views along the valley bottom though they remain barely perceptible.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route is anticipated to be barely perceptible in some direct and oblique views. The magnitude of effect would be negligible. During operation: Negligible Removal of the F Route would be perceptible in a very small proportion of the view/s. The Proposed Development would result in a negligible magnitude of effect in views from this receptor. After 15 years: Negligible Long-term views of the Proposed Development would be the same as those anticipated on completion.	Negligible	Negligible	Negligible	C1.58	N/A
C1.H71	Residential Property	Group of semi-detached properties on the east side of Sandford Road	Medium	National	High	335m	Upper storey channelled views between and over properties on the west side of the road. The F Route is anticipated to be perceptible in some property views, although the extent of the 132kV pylons on the F Route visible would be limited and there would only be glimpsed occasional views between built form and garden vegetation.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route would be barely perceptible in views. The very low proportions of the view affected would result in a negligible magnitude of effect During operation: Negligible The F Route would be removed from a small proportion of views resulting in a negligible magnitude of effect. After 15 years: Negligible Long-term views of the Proposed Development would be the same as those anticipated on completion.	Negligible	Negligible	Negligible	N/A	N/A
C1.H72	Residential Property	Properties on Broadleaze Way, Sandford Batch	Medium	National	High	310m	This group of properties has rear aspect views from the upper storey windows looking southwest along the Lox Yeo Valley towards Loxton Hill and northwest towards Banwell Plain. The F Route would be partially visible in the view in the middle distance to the west above trees along the dismantled railway line. 132kV pylons are also visible in far distance views to the north of Banwell Plain visible against the sky; although barely perceptible.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route would be barely perceptible. The installation of proposed 400kV underground cables would be heavily filtered and screened in views due to screening by intervening garden vegetation and hedgerow field boundaries. Overall construction works would be perceptible in a very low proportion of the view. The magnitude of effect would be negligible During operation: Negligible The F Route would be removed from a very small proportion of views previously affected. The Proposed Development would result in negligible magnitude of effect in views. After 15 years: Negligible Long-term views of the Proposed Development would be the same as those anticipated on completion.	Negligible	Negligible	Negligible	C1.54	N/A
C1.H73	Residential Property	Group of properties north of Shipham Lane, at Sandford Batch	Medium	National	High	510m	There are upper storey glimpsed views between properties at Sandford Batch, and over garden vegetation. The F Route is anticipated to be perceptible, though referring to only the very top of the F Route including 132kV pylons and conductors.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route would be barely perceptible. Proposed 400kV underground cable works would be screened in views by intervening properties and trees and hedgerow. The magnitude of effect would be negligible During operation: Negligible The F Route would be removed from views although the scale of change would be barely perceptible. The Proposed Development would result in negligible magnitude of effects in views from this receptor. After 15 years: Negligible Long-term views of the Proposed Development would be the same as those anticipated on completion.	Negligible	Negligible	Negligible	N/A	N/A
C1.H74	Residential Property	Group of semi-detached properties on the western edge of Sandford Batch	High and Medium	National	High	475m	Filtered lower and upper storey views over mature garden vegetation across open fields towards higher ground beyond. The F Route is visible in the distant views, heavily filtered and partially screened by landform and mature field boundary vegetation.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be perceptible in low proportions of the view. The installation of proposed 400kV underground cables would be heavily filtered in views due to screening by intervening garden vegetation and hedgerow field boundaries. Given the distance of construction works and the proportions of the views affected, the magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from generally small proportions of the receptor views resulting in a low alteration to the existing view. The magnitude of effect would be low beneficial. After 15 years: Low beneficial Long-term views of the Proposed Development would the same as those on completion.	Minor adverse	Minor beneficial	Minor beneficial	C1.53	VPC11
C1.H75	Residential Property	Group of properties on Holmfield Close, on the north western edge of Winscombe	High and Medium	National	High	770m	Filtered lower and upper storey views over mature garden vegetation across open fields towards higher ground beyond. The F Route is visible in the distant views, appearing heavily filtered and screened by landform and mature field boundary vegetation.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route would be barely perceptible in distant views and works associated with the installation of proposed 400kV underground cables in the distance anticipated to be largely screened by landform, and intervening hedgerow and trees. The magnitude of effect would be negligible. During operation: Negligible The F Route would be removed from very small proportions of the views resulting in a very low alteration to existing views. The magnitude of effect would be negligible. After 15 years: Negligible Long-term views of the Proposed Development would the same as those on completion.	Negligible	Negligible	Negligible	C1.53	VPC11

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Businesses within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.B1	Business	Offices on lower ground on the eastern edge of Loxton	Low	National	Medium	285m	There is a direct rear view eastwards towards Crook Peak and the F Route beyond the M5, which is glimpsed in filtered views due to garden boundary vegetation in the foreground and along the M5. The view is backgrounded by Crook Peak.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route and construction of the underground cables would be barely perceptible in no greater than a low proportion of views through and above filtering. The magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from views and would result in a low beneficial magnitude of effect. After 15 years: Low beneficial Long-term views of the Proposed Development would be the same as in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.8	N/A
C1.B2	Business	Bristol Water, north of Wint Hill	Low	National	Medium	75m	There are heavily filtered views southeast, and no ground floor views due to mature vegetation along boundary. The F Route would be barely perceptible due to screening by intervening vegetation, distance, and backgrounding.	During construction: Negligible In the short-term works to dismantle the F Route and to install proposed 400kV underground cables would be barely perceptible (or not visible) and would result in a low alteration to the existing views. The magnitude of effect would be negligible. During operation: Negligible Removal of the F Route and the reinstated and reseeded underground cables swathe would be barely perceptible in views overall. The magnitude of effect would be negligible. After 15 years: Negligible Long-term views of the Proposed Development would be the same as those on completion.	Negligible	Negligible	Negligible	N/A	N/A
C1.B3	Business	Towermead Farm scrap yard south of Towerhead Road	Low	National	Medium	100m	There are rear views east and north across Towerhead Road from the property, although all views will be heavily filtered by mature garden vegetation and restricted to the field gate in the summer. The front views are heavily filtered and look across the road to the north. There are rear and side glimpsed views over a neighbouring wooded garden with the F Route running across the adjacent field of the F Route as it runs to the west across the foot of Banwell Hill. The lower elevations of pylons would be filtered by field boundary vegetation. Most views to the south are obscured by large sheds and mature trees on the boundary.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route are anticipated to be perceptible in upper storey views through intervening filtering. Heavily filtered views anticipated to include glimpsed views of proposed underground cable works including preparation of cable trenches and installation of cables, including activity at the temporary construction compound north of Towerhead Road. Construction of the cables bridge on lower ground to the north passing over Towerhead Brook would not be visible due to screening by intervening trees closer in the view. Given the proportions of views affected, the magnitude of effect would be low adverse. During operation: Negligible The F Route would be removed from views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be barely perceptible along with replanted hedgerow field boundaries. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Negligible In the long-term views of the Proposed Development would be similar to those anticipated in the short and medium-term.	Minor adverse	Negligible	Negligible	C1.56 and D1.1	N/A
C1.B4	Business	Fred Sweeting & Sons Haulage depot south of Towerhead Road	Low	National	Medium	135m	There are no or limited views from the industrial building in this depot. Views from the entrance to the car park on Towerhead Road extends beyond Towerhead Road across open fields with the F Route running over the road near to this receptor. The F Route is filtered at the base and visible against the sky as it runs across higher ground to the west of the depot.	During construction: Low adverse In the short-term works associated with the removal of the F Route would likely be visible in close proximity views west. Underground cable works visible would comprise the removal of existing hedgerow and trees within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. The installation of the proposed 400kV underground cables would include open cut trenching where proposed cables cross Towerhead Road adjacent to this business receptor. Given the moderate and low proportions of the views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low beneficial The F Route would be removed from views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.H65	N/A
C1.B5	Business	Yew Tree Joinery and large industrial shed to rear accessed via scout hut on Hill Road, Sandford	Low	National	Medium	490m	There are glimpsed oblique ground floor views north and west of the F Route pylons from these receptors but heavily filtered by mature field boundary vegetation. To the north there are more open but oblique views of the F Route and connection to the N Route. The pylons are viewed half against the backgrounded of the hills and half against the sky, with the lower elevations remaining filtered by vegetation and screened by built form.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route is anticipated to be glimpsed in some views between gaps in the boundary vegetation. Underground cable work perceptible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Low beneficial The F Route would be removed from views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.58	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Businesses within 1km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified Photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C1.B6	Business	Sandford Highways depot	Low	National	Medium	75m	There are views looking west across the Strawberry Line National Trail towards the F Route and the route of the proposed 400kV underground cables. The F Route is heavily filtered in views and fully backgrounded by the wooden hillside of Banwell Plain. The route of the proposed underground cable is screened by hedgerows and trees.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route is anticipated to be glimpsed in some views between gaps in the boundary vegetation. Underground cable work perceptible would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. During operation: Low beneficial The F Route would be removed from views resulting in a beneficial visual effect. On completion, the reinstated and reseeded underground cable swathe would be perceptible along with replanted hedgerow field boundaries protected with stock-proof fencing. Grassland across the cable swathe would have become established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing no longer visible) within 3 to 5 years following planting works. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long-term views of the underground cables swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C1.55	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Representative Views between 1 and 3km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change:High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:**High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect:Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C2.1	Public Right of Way	View from PRoW AX 15/9 running southeast northwest along the lower slopes of Wavering Down between Compton Bishop and Cross	High	National	High	2090m	Views from PRoW AX 15/9 are open and elevated southwest towards the Somerset Levels and Moors within Section B. The PRoW runs along the lower slopes of Wavering Down between Compton Bishop and Cross. The F Route is barely perceptible within the existing view due to distance and screening by landform. To the west the F Route is screened by landform and woodland on the lower slopes of Crook Peak. Screening is largely provided by landform and trees within Section C and hedgerows and trees within Section B.	During construction: Negligible In the short term at-height works associated with the removal of the F Route would be barely perceptible due to the long distance panoramic nature of the view. Underground cable works in Section B would not be visible due to the landform obscuring the view. The construction of the proposed 400kV overhead line would be barely perceptible in south westerly views across the Somerset Levels and Moors in Section B. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from views and replaced with the new 400kV overhead line supported by T-pylons in views southwest towards Section B. The taller pylons on the proposed 400kV overhead line would be perceptible but fully backgrounded and filtered by intervening trees and hedgerow. The proposed South of Mendip Hills CSE compound would not be visible in the view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development in Section B would be the same as on completion.	Negligible	Negligible	Negligible	C2.1a and C2.1b	N/A
C2.2	Public Right of Way	View from PRoW AX15/19 on Wavering Down (also part of the West Mendip Way long distance route assessed in ES Volume 5.7.1 Visual Effects)	High	National	High	1850m	The West Mendip Way long distance route runs east west along the ridge of Wavering Down. Receptors experience expansive elevated panoramic views southwest across the Somerset Levels and Moors on lower ground in Section B. Brent Knoll is clearly visible as an isolated hill. The F Route is barely perceptible in the view southwest due to distance and backgrounding. To the northeast, the F Route is glimpsed as it runs through the valley between Banwell Hill and Sandford Hill, backgrounded by agricultural fields and Banwell Hill.	During construction: Low adverse to negligible In the short term at-height works associated with the removal of the F Route in southerly views would be barely perceptible. Underground cable works in the northern part of Section B would be screened by intervening landform. In views northeast and north the underground cables swathe and construction activity along the swathe would be perceptible. Intervening trees and hedgerow field boundaries would partially filter and screen proposed underground cable works in the view. During operation: Low adverse to negligible In the short and medium-term the F Route would be removed from views southwest, northeast and north. The proposed 400kV overhead line would be just perceptible in views to the southwest, and would remain fully backgrounded due to the elevated nature of the receptor. Initially the reinstated and reseeded underground cable swathe would be perceptible in the view northeast, along with replanted hedgerow field boundaries in the short and medium-term. Overall the underground cables swathe would result in a low adverse to negligible magnitude of effect in views for the short-term. After 15 years: Negligible In the long-term, the underground cables swathe 15 years after completion would result in a negligible magnitude of effect in views, similar to the visual effect anticipated following the reinstatement of grassland across the cables swathe in the short-term.	Minor adverse to negligible	Minor adverse to negligible	Negligible	C2.2 and C2.2S10	N/A
C2.3	Churchyard and PRoW AX 29/21 and AX 29/24	View from the churchyard and PRoW AX 29/21 at St James the Great Church, Winscombe	High	National	High	1590m	From the churchyard and PRoW expansive and long distance views north are obtained from a seating area at Winscombe through the centre of the valley between Banwell Hill and Sandford Hill. In views looking northwest towards the F Route the northern part of Section C is backgrounded by high ground beyond but visible above trees in places. Towards the route of the proposed 400kV underground cables are partly screened and filtered by valley trees. Beyond Sandford Hill, Tickenham Ridge is visible. The F Route is visible running east west on the lower slopes of Banwell Hill, becoming less visible with distance and filtered by intervening mature field boundary hedgerows and trees. Existing 132kV pylons to the west of the view are predominately filtered by mature trees. The F Route in the northern part of Section C is backgrounded by high ground beyond and visible above trees in places.	During construction: Low adverse In the short term at-height works associated with the removal of the F Route are anticipated to be perceptible in the view. The proposed 400kV underground cables swathe would be perceptible and would include topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road. Intervening trees and hedgerow field boundaries would partially filter and screen proposed underground cable works in the view. During operation: Low beneficial In the short and medium-term the F Route would be removed from expansive and long distance views resulting in a low beneficial visual effect. Initially the reinstated and reseeded underground cables swathe would be perceptible in the distance along with replanted hedgerow field boundaries in the short-term. In the medium-term in-situ replacement hedgerow planting would be established and stock-proof fencing protecting hedgerows would not be visible. The Proposed Development would result in a low beneficial magnitude of effect in views from this representative viewpoint. After 15 years: Low beneficial In the long-term views of the proposed 400kV underground cables would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	C2.3	N/A
C2.4	Residential properties and road	View from Barton Road near 'Horsleigh House', representative of Barton Road and adjacent properties, west of Winscombe	High and Medium	National	High	1205m	Receptors experience views northwest and north towards the F Route. The route of the proposed 400kV underground cables are screened by intervening hedgerows and mature trees. It is considered that upper storey property views may comprise part of the F Route, particularly where the F Route is visible against the sky between Banwell Wood and Sandford Hill.	During construction: Negligible In the short term at-height works associated with the removal of the F Route may be perceptible, particularly when leaves are absent from intervening trees in the winter months. However construction works would be barely perceptible as they would be predominantly screened in views by intervening hedgerows and trees. The magnitude of visual effects would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from a small part of the limited views in this area. The proposed 400kV underground cables swathe would be barely perceptible in a very small proportion of the view and would result in a negligible magnitude of effect in views. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	C2.4	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Representative Views between 1 and 3km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change:High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:**High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect:Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C2.5	Residential properties and Public Right of Way	View from PRoW AX 29/26 running west from Winscombe, representative of the view from properties on the western edge of Winscombe and from the PRoW	High	National	High	1200m	An oblique view north towards Banwell Woods and the Sandford gap is obtained across the valley floor from PRoW AX29/26 running east west from the western edge of Winscombe. The F Route is partially visible in views looking northeast and northwards but is not visually prominent due to distance, filtering by intervening hedgerows and mature trees in the mid- and foreground and the backgrounding effect of Banwell Wood. Two pylons appear slightly more visible against the sky to the east of Banwell Wood although these are not visually prominent due to distance.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be perceptible in part of the view. Underground cable works would be partly visible would and comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would partially filter and screen proposed underground cable works in the view. Given the distance and proportion of the views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from glimpsed views resulting in a beneficial visual effect. Initially the reinstated and reseeded underground cables swathe would be perceptible in the distance along with replanted hedgerow field boundaries in the short-term. In the medium-term in-situ replacement hedgerow planting would be established and stock-proof fencing protecting hedgerows would not be visible. The Proposed Development would result in a low beneficial magnitude of effect in views. After 15 years: Low beneficial In the long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	C2.5	N/A
C2.6	Public Right of Way, and Residential Properties	View from PRoW AX 29/17 running north south between the road named 'The Lynch' and the village centre, near to the Strawberry Line, representative of properties on the north side of The Lynch, Winscombe	High	National	High	1530m	From these receptors oblique views northwest towards Banwell Woods are obtained. This is an elevated viewpoint with long views down and across the valley. Wooded hills provide the backdrop and woodland at Mooseheart limits views to the north. The F Route is only partially visible against the wooded backdrop of Banwell Wood and the route of the proposed 400kV underground cables is barely perceptible due to distance, and intervening hedgerows, mature trees, landform and buildings.	During construction: Negligible In the short term at-height works associated with the removal of the F Route are expected to be barely perceptible. Underground cable works would only be partly visible and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow, landform and buildings would partially filter and screen proposed cable works in the view. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route, although barely perceptible previously, would be removed from the view. However, because the change is so slight it is considered to be of negligible magnitude. After 15 years: Negligible In the long-term views of the proposed 400kV underground cables swathe would be the same as in the medium-term.	Negligible	Negligible	Negligible	C2.6	N/A
C2.7	Public Right of Way	View from PRoW AX 29/15 running southwest from the western edge of Mooseheart, Winscombe	High	National	High	1125m	The existing view from PRoW AX29/15 running southwest of Mooseheart between Knapps Drive and Banwell Road is oblique looking west towards Bleadon Hill across rolling hills from PRoW AX29/15 running northwest from the western edge of Mooseheart in Winscombe. The F Route is barely perceptible due to distance and intervening trees, hedgerow and buildings. The route of the proposed 400kV underground cables is screened by intervening trees, hedgerow and buildings.	During construction: Negligible In the short term at-height works associated with the removal of the F Route would be barely perceptible. Underground cable works would only be partly visible and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow and buildings would partially filter and screen proposed cable works in the view. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route, although barely perceptible previously, would be removed from the view. However, because the change is slight the magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the proposed 400kV underground cables swathe would be the same as in the medium-term.	Negligible	Negligible	Negligible	C2.7	N/A
C2.8	Residential property	View from the northern edge of Woodborough, near Paddingham House, representative of properties on the northern edge of Woodborough at Winscombe	High and Medium	National	High	1540m	This is an existing view from the northern edge of Woodborough at Winscombe (near Paddingham House) looking northwest beyond Winscombe and Sandford Batch towards the F Route. In views northwest towards lower ground in the Lox Yeo Valley the F Route would be partly visible and backgrounded by Banwell Hill and visible running between Banwell Wood and Sandford Hill, backgrounded by the Severn Estuary and Wales in the far distance. The F Route becomes visible in front of Banwell Hill and Banwell Plain within the valley, pylons are filtered at the lower half. Pylons are mostly backgrounded by the hills and arable fields on Banwell Hill. As the overhead line leaves the valley running north, pylons become less perceptible due to distance and screening by vegetation and built form at Sandford Batch.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route would be partly perceptible. Underground cable works would be partly visible and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route would be removed from the view. Initially the reinstated and reseeded underground cables swathe would be perceptible along with replanted in-situ hedgerow field boundaries in the short-term. Sandford Substation, the proposed 400kV overhead line supported by T-pylons and the proposed 132kV connections would be screened from view by intervening landform. Overall the magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the underground cable swathe 15 years after completion would be similar to those anticipated following the establishment of grassland and hedgerow in the short-term.	Negligible	Negligible	Negligible	C2.8	N/A
C2.9	Residential property	View from Pylewell Lane looking west and representative of properties at Star.	High and Medium	National	High	2185m	The view represents oblique upper storey rear views from properties on the A38 at Star looking west towards Banwell Hill. Due to a combination of screening by woodland and landform views down into the valley are screened and the F Route and the route of the proposed 400kV underground cables are not visible.	During construction: Negligible In the short term at-height works associated with the removal of the F Route would be barely perceptible. Underground cable work would only be partly visible, if seen at all, and intervening trees, hedgerow and buildings would partially filter and screen proposed cable works in the view. During operation: Negligible In the short and medium-term the F Route, although barely perceptible previously, would be removed from the view. However, because the change is slight the magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	C2.9	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Representative Views between 1 and 3km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change:High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:**High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect:Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C2.10	PRoW and residential property	View from PRoW AX 25/26 running north south on the northwest edge of Shipham and residential property on the western edge of Shipham	High	National	High	2915m	An oblique view west towards Crook Peak is obtained from the PRoW and the residential properties on the western edge of Shipham. Due to screening in the immediate foreground by mature trees, views down into the valley are completely screened and the F Route is not visible.	During construction: No change In the short-term works associated with the removal of the F Route and the installation of the proposed 400kV underground cables would not be visible due to foreground screening by mature trees. There would be no change in the view. During operation: No change In the short and medium-term there would be no change to the view as the F Route and the underground cables swathe would not be visible and there would be no overhead line introduced into the view. After 15 years: No change In the long-term, as with on completion, there would be no change to the view.	No change	No change	No change	C2.10	N/A
C2.11	Public Right of Way	View from PRoW AX 14/19 running roughly north south on the northern slopes of Sandford Hill	High	National	High	2085m	From PRoW AX14/19 panoramic views are obtained running roughly north south on the northern slopes of Sandford Hill. To the north views are looking towards the F Route, the N Route, the AT Route and the route of the proposed 400kV overhead line. The existing 132kV steel lattice pylons are just distinguishable in a small part of the view seen against the complex background of fields and mature vegetation by the Somerset Moors.	During construction: Negligible In the short-term at-height works associated with the removal of the F Route would be barely perceptible including when leaves are absent from intervening trees in the winter months. Construction works for proposals in Section D would be barely perceptible seen in generally very small proportions of the view, due to distance and screened by intervening hedgerows and trees. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F Route, although barely perceptible previously, would be removed from the view. The proposed 400kV overhead line supported with T-pylons may be perceptible due to the upper parts of the T-pylons being visible above intervening vegetation screening. Overall the Proposed Development in Section D would result in a very low alteration to the existing view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	C2.11	N/A
C2.12	Farmhouse	View from Sidcot Hill Farm accessed via Sidcot	High	National	High	2565m	Receptors experience expansive oblique views northwest of the PRoW in the vicinity of the entrance to Sidcot Hill Farm. Views are obtained through the centre of the valley between Banwell Hill and Sandford Hill framing views of the Severn Estuary and Wales beyond. The F Route runs across the view parallel with the M5 in the west across Banwell Hill and out through the valley opening. The F Route is not perceptible in front of Loxton Hill and M5 due to filtering, vegetation, and background fields. The F Route becomes visible in front of Banwell Hill and Banwell Plain within the valley. Pylons are only filtered at the base due to the elevated position of receptor, and are visible against background on arable fields on Banwell Hill. As the line leaves the valley travelling north, pylons become less perceptible due to distance and filtering vegetation and built form of Sandford Batch.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be perceptible. Construction activity associated with the installation of proposed 400kV underground cables would also be partly visible in a small proportion of the expansive and distant view. Intervening trees and hedgerow field boundaries would partially filter and screen proposed cable works in the view. Given the low proportions of the views affected for a short period of time the magnitude of effect would be low adverse. During operation: Negligible The F Route would be removed from views. On completion the reinstated and reseeded cable swathe would be perceptible in a very small proportion of the view and would become indistinguishable in the short-term. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Negligible	Negligible	C2.12	N/A
C2.13	Public Right of Way	Existing view from a footpath through woodland on Banwell Hill near Banwell Tower	High	National	High	1270m	In views looking northeast towards the site of the proposed Sandford Substation and towards the route of the proposed 400kV overhead line and proposed 132kV overhead lines in Section D are indistinguishable in the filtered distant view. Southerly views looking down into the Lox Yeo Valley in Section C and beyond into Section B are heavily filtered and screened by surrounding woodland trees.	During construction: No change In the short-term works associated with the removal of the F Route and the installation of proposed 400kV underground cables would not be perceptible due to screening by woodland. There would be no change to the existing view. During operation: No change In the short and medium-term there would be no change to the view as the F Route and underground cables swathe (and the distant proposals in Section B and Section D) are screened from view. After 15 years: No change In the long-term, as with on completion, there would be no change to the view .	No change	No change	No change	C2.13a, C2.13b and C2.13c	N/A
C2.14	Road	Existing view from a rural road on lower ground south of woodland on Banwell Hill	Low	Local	Low	1520m	In views looking southwest to southeast the F Route and the route of the proposed 400kV underground cables on the opposite side of the valley are just perceptible in the northern part of Section B backgrounded by the Somerset Levels and Moors (in Section B) and partly visible running across fields on the lower slopes of the Mendip Hills and in the valley, backgrounded by higher ground.	During construction: Low adverse In the short-term at-height works associated with the removal of the F Route would be perceptible in glimpsed views through vegetation. Installation of proposed underground cables would be partly glimpsed extending across fields and would comprise the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Intervening trees and hedgerow field boundaries would filter and screen proposed cable works in the view. Given the distance and generally low proportions of the views affected, the magnitude of effect would be low adverse. During operation: Low beneficial Initially the reinstated and reseeded 400kV underground cables swathe would be perceptible in part of the view along with in-situ replacement hedgerow field boundaries. Replacement hedgerow planting would be established in the short-term and stock-proof fencing protecting hedgerows would not be visible. The F Route would be removed from views resulting in a low beneficial magnitude of effect. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as those anticipated in the short and medium-term	Minor adverse	Minor beneficial	Minor beneficial	C2.14	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Representative Views between 1 and 3km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change:High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:**High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect:Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C2.15	Public Right of Way	Existing view from PRoW AX21/5 running southwards down the hillside towards Manor Farm in Christon	High	National	High	1270m	Open panoramic views are obtained looking south towards the F Route and the route of the proposed 400kV underground cables on lower ground across fields on the opposite side of the valley in the southern part of Section C. The F Route is backgrounded by higher ground rising to Crook Peak . The M5 is viewed lower in between the valley of the Mendip Hills running east to west. The F Route is visible at the base of Compton Hill running alongside the M5 leading out from the valley and are fully backgrounded by Compton Hill. As the line travels further to the southeast the pylons become backgrounded by fields, farmland and field boundary vegetation due to the elevation of the receptor. Pylons become less visible due to distance. In views down the hillside towards Manor Farm in Christon looking east and southeast the route of the proposed 400kV underground cable is screened by woodland surrounding Barleycombe Lodge.	During construction: Low adverse In the short-term works associated with the removal of the F Route would be visible in the elevated view. Underground cable works would be partially visible comprising the removal of short sections of hedgerow within the working area, topsoil stripping and creation of soil heaps, cable trenches, and a temporary haul road with post and wire fencing protecting both sides of the working area. Woodland surrounding Barleycombe Lodge would screen the proposed 400kV underground cables swathe in views east and southeast. The proposed 400kV overhead line supported with T-pylons and the proposed South of Mendip Hills CSE compound in the northern extent of Section B would comprise a very small proportion of the distant and panoramic view. Given the distance and proportions of views affected for a short period of time, the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from the view. The change is considered to be low beneficial. Initially the reinstated and reseeded 400kV underground cables swathe would be perceptible along with replanted hedgerow field boundaries in the short-term. In-situ replacement hedgerow would have become established in the short-term. The proposed 400kV overhead line and the South of Mendip Hills CSE compound in Section B would be barely perceptible in the long distance panoramic view. The F Route would be removed from small proportions of views southwards. Overall the magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the proposed 400kV underground cable swathe 15 years after completion would be similar to those anticipated in the short and medium-term. Southerly views south of the proposed 400kV overhead line near the CSE compound would remain the same as those on completion.	Minor adverse	Minor adverse	Minor adverse	C2.15	VPC16
C2.16	Public Right of Way	Existing view from the West Mendip Way long distance route on Loxton Hill	High	National	High	2045m	There is an oblique, long distance view northeast across rolling fields towards Banwell Plain. The view looks down into the Lox Yeo Valley. Due to distance, the elevation of the view, and backgrounding the F Route is indistinguishable. The route of the proposed 400kV underground cables is visible across flat farmland on the valley floor. Barton village is visible on lower ground in the valley and the view extends towards the gap between Banwell Hill and Sandford Hill in the distance.	During construction: Low adverse In the short-term at-height works would be perceptible during the removal of the F Route. Ground level disruption associated with the installation of proposed 400kV underground cables would be visible. Underground cable work that would be visible would comprise the removal of short sections of hedgerow within the cables swathe, topsoil stripping and the creation of soil heaps, creation of cable trenches, and the temporary haul road with post and wire fencing protecting both sides of the working area. During operation: Negligible In the short and medium-term the F Route would be removed from oblique long distance elevated views. Initially the reinstated and reseeded 400kV underground cable swathe would be perceptible along with replanted hedgerow field boundaries. The proposed 400kV overhead line would be barely perceptible within this long distance panoramic view. Overall the change is considered to be negligible due to distance from the receptor and the minimal effect the proposed 400kV overhead line in Section B would have on receptor views. After 15 years: Negligible In the long-term views of the proposed 400kV underground cable swathe 15 years after completion would be similar to those anticipated in the short and medium-term. Southerly views south of the proposed 400kV overhead line near the South of Mendip Hills CSE compound (in Section B) would remain the same as those on completion.	Minor adverse	Negligible	Negligible	C1.16 and C2.S1b	N/A

APPENDIX 7C: SECTION C MENDIP HILLS VISUAL ASSESSMENT TABLES

Valued Views beyond 3km of the LoD for the Proposed Development in Section C

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Nearest distance from the receptor to the LoD for the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of View	Receptor Sensitivity								
C3.1	Seat viewpoint, adjacent a long distance route and published footpath	View from a seating area on Roman Road (also on the West Mendip Way long distance route, and the published 'Wild Walk 3' on Bleadon Hill)	High	National	High	3820m	There are panoramic views from a seating area on the route of the West Mendip Way long distance footpath and on the route of a Mendip Hills AONB Wild Walk footpath. This route runs along the Roman Road on Bleadon Hill, with views obtained looking southwards across the southern slopes of the Mendip Hills and across the Somerset Levels and Moors in Section B towards Brent Knoll and the Polden Hills in the more distant view. The F Route is indistinguishable in the expansive long distance view.	During construction: Negligible In the short-term construction activity associated with the construction of the proposed 400kV overhead line and the South of Mendip Hills CSE compound, and the installation of proposed 400kV underground cables, and the removal of the F Route would be barely perceptible comprising a very small proportion of the long distance panoramic view. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term part of the proposed 400kV overhead line supported by T-pylons and the South of Mendip Hills CSE compound in the northern part of Section B would be barely perceptible, fully backgrounded by the Somerset Levels and Moors beyond, and comprising a very small proportion of the overall view. The Proposed Development would result in a very low alteration to the existing view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development in Section B would be the same as those identified above in the short and medium-term.	Negligible	Negligible	Negligible	C3.1	VPC7

Appendix 7D – Section D: Visual Assessment Tables

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F1	PROW	PRoW AX29/48 running roughly south-north from the edge of Sandford along the Strawberry Line north from Station Road and extending approximately north west to Nye Drove. From the Strawberry Line signposts for the PRoW stop and there is no clear access onto the route.	High	Local	Medium	0m	Initially this route is across pastoral fields with northerly and easterly views across fields interspersed by hedgerows and trees. Structures on the proposed Sandford Substation site are visible along a short section of the PRoW although partially filtered by trees. Along this section of the PRoW the N Route and F Route are visible in the near distance where they pass over the PRoW. Further north along the PRoW views towards the F Route becomes heavily filtered and less discernible due to intervening trees. Southerly views are towards buildings on the edge of Sandford; the N Route and F Route are backgrounded by high ground of the Mendip Hills. Along the northern most section of this PRoW the buildings on the proposed Sandford Substation site are screened by intervening trees and the F Route and N Route are barely perceptible due to intervening trees.	During construction: Moderate adverse Construction operations would be temporary and only experienced for a short duration. Construction activity would be visible along the entire length of the PRoW with operations either crossing or being in close proximity. Along the southern part of the PRoW construction activity would include the removal of the N Route and F Route which would be particularly notable where the overhead lines pass over the PRoW. The 400kV underground cables connection crosses the PRoW. The PRoW would be managed whilst major construction work is carried out and construction machinery, access tracks and underground trenches would be visible. In addition open and direct easterly views would include earth modelling and ground preparation and construction activity for Sandford Substation. Further north views towards construction works at Sandford Substation would be more filtered but construction activity including both temporary at-height and ground level work along the proposed AT Route connection would be visible up to where the PRoW joins Nye Drove at Liddy Yeo. More filtered and distant glimpses of temporary at-height working along the new 400kV overhead line and the F Route would also be visible beyond the proposed AT Route connection. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse Along the southern most section of this route the removal of the N Route and F Route would be a notable change in the view. The underground cables route would establish to grassland and be barely perceptible apart from young hedgerow reinstatement planting. Further north receptors using the PRoW would have open views of Sandford Substation including the terminal pylons and gantries. The Substation would be a new structure in the view replacing filtered glimpsed views of low rise chicken barns and pasture. The terminal pylons would be visible on the skyline. Along the remainder of the route there would be near and often open views of the proposed AT Route connection which would be approximately parallel with thePRoW and bring overhead line infrastructure closer to the PRoW in receptor views that currently contain heavily filtered and distant glimpses of the F Route to be removed. The distance combined with filtering by intervening trees makes these pylons barely discernible. There would be easterly views beyond the proposed AT Route connection towards new 400kV overhead line. The filtering by intervening trees would help to limit the extent of this line visible. In addition it would replace glimpsed views of the F Route removed. Southerly views from the northern part of the PRoW would include views along the proposed AT Route connection although this would be partially backgrounded by the Mendip Hills. The majority of Sandford Substation would be screened although the tops of gantries and the terminal pylons would be visible as well as the proposed 400kV overhead line as it extends north from the substation. Given the proximity of the new 400kV overhead line supported by T-pylons, AT Route connection supported by lattice pylons, N Route supported by wood poles and the presence of Sandford Substation in direct and open views from a short section of this PRoW and more filtered views from the other sections the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the proposed AT Route connection supported by lattice pylons and more glimpsed filtered views of the new 400kV overhead line supported by T-pylons would remain. However tree planting including orchard and lines of native trees along the northern and western boundaries of Sandford Substation would provide screening to the lower elevations of structures with the tops of gantries and the terminal pylons visible. The magnitude of effect would be moderate adverse.	Moderate adverse	Moderate adverse	Moderate adverse	D1.8; D1.9	VPD.2 and VPD.3
D1.F2	Long distance footpath and National Cycleway	PRoW AX29/76 through Thatcher's Cider Farm between Station Road and PRoW AX29/50 connecting to Nye Road	High	Local	Medium	310m	Northerly views from this PRoW are largely filtered by mature trees and in places screened by buildings with young orchard planting and pasture beyond. In occasional glimpsed views the N Route is visible on the skyline across the view with the F Route visible in more oblique views including the connection of the two lines.	During construction: Low adverse Construction works would largely be filtered or screened. In places for a short duration of time there would be northerly views of at-height working to construct a temporary pylon diversion south of the N Route and to remove some N Route pylons as well as oblique views to remove the F Route. The majority of the work to construct Sandford Substation would be screened by intervening landform and trees although occasional glimpses of at-height working to construct gantries and terminal pylons may be possible. The magnitude of effect would be no greater than low adverse. During operation: Low beneficial The magnitude of effect would be low beneficial due to the removal of the N Route from direct glimpsed views and the F Route from glimpsed oblique views. This would offset the adverse effects of glimpsed views of the terminal pylons at Sandford Substation in slightly more distant views. There would be no views of the proposed 400kV overhead line supportd by T-pylons due to filtering by intervening trees. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
D1.F3	PRoW	PRoW AX29/50 through Thatcher's Cider Farm between Nye Road and PRoW AX29/76 connecting to Station Road	High	Local	Medium	335m	Northerly views from this PRoW are largely screened by farm buildings to the immediate north. The N Route is occasionally glimpsed on the skyline above these buildings.	During construction: Negligible In the short-term there would be occasional glimpses of at-height working to construct the new lattice pylon N15R on the N Route and to remove a short stretch of the N Route west of this. This activity would be generally screened by farm buildings except at the western end of the route. The activity would be barely perceptible. During operation: Negligible In the short and medium-term the new lattice pylon N15R would be glimpsed on the N Route above intervening trees and other pylons west of this removed, however this would only be visible at the western end of the footpath and the change would be barely perceptible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.F4	PRoW	PRoW AX29/76 extending east from Nye Road to Sandmead Road. Also PRoWs AX29/45 and AX29/46 extending east from Sandmead Road and north from properties in Sandford	High	Local	Medium	345m	This PRoW is along a track which at its eastern extent is bordered by trees. Along most of the route there are open northerly views across fields towards orchards. There are gimlpes of the N Route pylons above these trees.	During construction: Negligible Construction activity would generally be screened by intervening trees, however there may be glimpses of at-height working to construct the temporary pylon line to the south of the N Route and to construct a new lattice pylon connection N15R on the line. However this would form a small and barely perceptible element of the view. During operation: Negligible In the short and medium-term the view would be similar to the baseline, the top of pylon N15R may be glimpsed from a very short section of the PRoW but the change would be barely perceptible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.F5		Receptor reference number not used											

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F6	PRoW	PRoW AX16/20 and AX14/23	High	Local	Medium	600m	The PRoW is across pastoral fields bounded by hedgerows and hedgerow trees. The tree-lined Strawberry Line is a notable feature of the view. The F Route is intermittently visible above trees along the Strawberry Line but forms a small element of the view.	During construction: Low adverse From breaks in hedgerows and between trees on the Strawberry Line there would be glimpsed views of at-height working to construct the proposed 400kV overhead line supported by T-pylons, and to remove the F Route. These glimpsed views would only be experienced for a short duration of time. Along a short section of the PRoW close to Yanel Farm, there would be glimpses of temporary at-height working to construct Sandford Substation above intervening trees but it would form a small element of the distant view. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the view would alter with the removal of the F Route and replacement in the view by the proposed 400kV overhead line supported by T-pylons slightly closer in the view. The solid column of the T-pylons would be more noticeable in views than the lattice structure of the F Route pylons. Along much of the PRoW filtering of the view by intervening trees, mostly along the Strawberry Line, would make this change barely perceptible. Given the glimpsed and oblique nature of these views the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F7	PRoW	AX 29/48	High	Local	Medium	0m	This PRoW runs south west from Drove Way along a track parallel to the Liddy Yeo Drain and runs south east along a small track to the north of the drain. Views are often channelled and filtered by field boundary hedgerows and trees. Views to the north are possible from short sections of the PRoW (mainly the eastern end) across pastoral farmland with the AT Route visible above intervening trees. A wood pole overhead line is also visible. Views to the south are obscured by reed ditch vegetation and trees around Rookery Farm East. Some longer southerly views are possible across pastoral fields interspersed with hedgerows and trees. The Mendip Hills form a prominent backdrop. The F Route is perceptible but well backgrounded by high ground of the Mendip Hills and only visible along a short section of its route.	During construction: Moderate adverse The PRoW would be managed along a short section that would pass under the proposed AT Route connection during construction works. In the short-term there would be partially filtered near distance views of construction activity along the proposed AT Route connection in south westerly views and more distant glimpses of temporary at-height works to construct the proposed 400kV overhead line and remove the F Route in north easterly views. In glimpsed southerly views temporary at-height working to construct Sandford Substation would be perceptible but only along a very short stretch of the PRoW. Temporary at-height working would be possible in northerly views (along the eastern most section of PRoW) of the removal of the AT Route and part of the F Route. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term south westerly views would include the proposed AT Route connection, supported by lattice pylons, over sailing the PRoW with open near distance views along a short stretch of PRoW of one of the proposed lattice pylons. In north easterly views the proposed 400kV overhead line, supported by T-pylons, would be perceptible but heavily filtered by intervening trees. The magnitude of effect would be reduced because it would replace the F Route in these views. From occasional glimpsed southerly views Sandford Substation would be barely perceptible although the terminal pylons would be visible above intervening trees although partially backgrounded by the Mendip Hills. The proposed 400kV overhead line, supported by T-pylons, and proposed AT Route connection, supported by lattic epylons, would be visible extending north from the substation although the pylons would be backgrounded by the Mendip Hills. Glimpsed northerly views would be along the proposed AT Route connection but the AT Route would be removed from the skyline. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse.. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.12	N/A
D1.F8	PRoW	PRoW AX3/42	High	Local	Medium	65m	This PRoW is along a track bordered by low hedgerows which enables open views across farmland towards trees around South Fam. The AT Route is visible on the skyline extending to the east and connecting with the F Route. In easterly views the F Route is visible above intervening trees. Some pylons are backgrounded by high ground at Cleeve Ridge. There are also open views to the south across pastoral farmland. The F Route is just perceptible and is backgrounded by the Mendip Hills and screened by intervening hedgerow and trees.	During construction: Low adverse The PRoW would be managed during construction works. In the short-term there would be easterly and northerly views to the construction of the AT Route connection includingthe construction haul road, construction machinery and temporary cranes. These operations would be visible extending to the north and the south. Southerly views would comprise the construction of the proposed AT Route connection and heavily filtered glimpses of temporary cranes at Sandford Substation. In views northeast and southeast construction of the proposed 400kV overhead line would be visible above trees, although ground level work would be screened. To the north, east and southeast views of the AT Route and F Route removal would be visible above intervening trees with ground level works screened. Given the proximity of construction operations around the PRoW but the short duration of time the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term there would be open near distance views of the proposed AT Route connection supported on steel lattice pylons extending across the view up to its connection with the AT Route. Northerly views would alter with the removal of the AT Route across the view and the F Route in more oblique westerly views. The proposed 400kV overhead line, supported by T-pylons, would replace views of the F Route. It would be slightly further away but as it is a larger structure it would be visible above intervening trees. Southerly views would be along the proposed AT Route connection, supported by lattice pylons, with very glimpsed views of a short section of the proposed 400kV overhead line, supported by T-pylons. Sandford Substation would generally be screened by intervening trees and hedgerows. Given the introduction of the AT Route connection supported by lattice pylons closer in the view, and the proposed 400kV overhead line supported by T-pylons to the northeast and southeast the magnitude of effect would be moderate adverse. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	VPD25

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F9	PRoW	PRoW AX24/11 which extends south from AX24/10, 12 and 13 across pastoral fields towards Havage Drove (PRoW AX3/42).	High	Local	Medium	0m	The PRoW is through pastoral fields bordered by hedgerows with views towards stables and buildings at Box Bush Farm to the west. Southerly views are across pastoral farmland interspersed with frequent hedgerow trees and lines of trees along rhynes and ditches towards high ground of the Mendip Hills. The AT Route is visible along the PRoW, it is particularly notable along the northern section of the PRoW where it passes beneath the overhead line. The views along the AT Route extend towards its connection with the F Route to the east. When travelling north along the PRoW, views are across pastoral farmland with the AT Route prominent on the skyline along the route.	During construction: Moderate adverse During construction PRoW management would be required along this route. There would be open views of the proposed AT Route connection north from Sandford Substation and the removal of a section of the AT Route west of the F Route. Construction operations would include a new access track along the majority of the length of the PRoW, working areas and works to construct the steel lattice pylons along the proposed AT Route connection and to remove the AT Route pylons (3 nr) and construct the temporary pylon along the AT Route. The effects would be greatest along the northern section of the PRoW where it passes beneath the connection point for the proposed AT Route connection to the AT Route. The PRoW runs parallel with the proposed AT Route connection and construction effects would occupy a large proportion of the close distance view along the entire PRoW. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the AT Route west of its connection with the F Route (3 pylons) would be removed from the extent of the northerly view. However there would be direct views towards the proposed AT Route connection, supported by lattice pylons, where it joins the AT Route. There would also be open near distance westerly views towards the proposed AT Route connection, supported by lattice pylons, north from Sandford Substation. As the PRoW runs approximately parallel to the AT Route connection the proposed overhead line would always be visible in close distance views. There would be more distant and glimpsed views towards the new 400kV overhead line supported by T-pylons in easterly views. The scale of effect is reduced as the line replaces the F Route in views and would be heavily filtered by intervening trees. It would form a small component of distant views along this PRoW. Sandford Substation would not be visible in southerly views due to screening by intervening trees. The top of the terminal pylon would be glimpsed above intervening trees but would be backgrounded by the Mendip Hills and form a barely perceptible change to the view along the southern section of PRoW. Receptors using the PRoW would experience an alteration to their view with the proposed AT Route connection, supported by lattice pylons, present in close distance views, the proposed overhead line would be closer in the view than the AT Route and F Route in the current baseline view. The effects would be partially offset by the removal of 3 pylons along the AT Route. Given the presence of the AT Route and F Route and the proximity of the proposed AT Route connection north of Sandford and the PRoW passing beneath the connection point to the AT Route the magnitude of effect would be moderate adverse. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	N/A	N/A
D1.F10	PRoW	PRoW AX24/17 running alongside Blackstone's Rhyne up to where it changes direction by ninety degrees and becomes PRoW AX24/7A	High	Local	Medium	200m	This PRoW is along Blackstone's Rhyne and has open and unobstructed views across pastoral farmland. To the north the AT Route is visible in the adjacent field and extends across the view with its connection to the F Route visible to the east. Easterly views are also across pastoral farmland towards high ground at Cleeve Ridge. The F Route is visible above and between intervening trees although pylons re often backgrounded by Cleeve Ridge, some are visible on the skyline. Southerly views are across pastoral farmland interspersed with frequent linear belts of trees along rhynes. The high ground of the Mendip Hills forms a backdrop to these views.	During construction: Low adverse The PRoW would be managed during construction works. In the short-term there would be temporary views of at-height works to construct the proposed 400kV overhead line and remove the F Route in easterly and southerly views. Westerly views would include glimpses of at-height working to construct the proposed AT Route connection. Views of operations to remove the AT Route in close distance northerly views and the construction access route would be along the rhyne. Given the proximity of construction operations around the PRoW but the short duration of time the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term the AT Route would be removed from the adjacent field in northerly views. The F Route would be replaced by the proposed 400kV overhead line, supported by T-pylons, although it would be slightly further away and pylons would appear in similar positions to the F Route lattice pylons. These would be partially backgrounded by Cleeve Ridge and partially visible on the skyline. The proposed 400kV overhead line would be visible extending to the north and south but would be filtered by intervening trees. Sandford Substation would be screened by intervening trees and not be perceptible in the view. Westerly views would alter to include the tops of lattice pylons on the proposed AT Route connection. The removal of the AT Route in the adjacent field would be the most notable change in views and would offset effects of the proposed AT Route connection and 400kV overhead line in views. The magnitude of effect would be minor beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
D1.F11	PRoW	PRoW AX24/7A which extends north from AX24/7 along Mear Wall Rhyne to Old Bridges.	High	Local	Medium	50m	This PRoW is along a track along Meer Wall Rhyne and Oldbridge River. There is relatively little boundary vegetation so users of the PRoW experience open views across pastoral farmland interspersed by scrub and hedgerows and some trees. The F Route is visible crossing the adjacent fields approximately parallel to the PRoW and given its proximity has relatively little backgrounding by high ground at Cleeve Ridge. Views along the line to the north and south are possible although pylons become less perceptible due to distance and filtering by intervening trees. At the southern end of this PRoW the AT Route is visible crossing farmland with a near view of the connection with the F Route in the adjacent field.	During construction: Moderate Adverse The PRoW would be managed during construction works. In the short-term there would be open and unobstructed views of the construction of the proposed 400kV overhead line, supported by T-pylons, and removal of the F Route all in close proximity to each other. Ground-level working including access tracks, construction machinery and temporarily cranes would be visible along the length of the PRoW. Views of pastoral farmland beyond the construction work would remain. At the southern most end of the PRoW there would be near distance open views of construction activity to remove the eastern most section of the AT Route. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate Adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed from near distance views and replaced by the new 400kV overhead line, supported by T-pylons, on a similar alignment. The new 400kV T-pylons would be in similar locations to those on the F Route but would be larger structures. The solid column would be more noticeable in views and reduce the degree of backgrounding by high ground at Cleeve Ridge than the lattice structure of the F Route. At the southern most part of the PRoW the AT Route and its connection to the F Route would be removed from the view. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate Adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.21	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F12	PRoW	PRoW AX24/6	High	Local	Medium	140m	This PRoW is bordered by low hedgerows and trees which enables southerly and northerly views across pastoral farmland as well as easterly views to the F Route as it crosses Puxton Moor. Several F Route pylons are visible but partially filtered by field boundary vegetation and partially backgrounded by hills in the distance. Southerly views are across pastoral farmland towards trees around South Farm and South Farm bungalow. The Mendip Hills are visible beyond although filtered by intervening trees. The AT Route is visible in the near distance just beyond South Farm and is visible on the skyline extending to its connection with the F Route. The AT Route runs almost parallel to the PRoW. Westerly views are filtered by trees and hedgerows but the AT Route is visible extending into the distance.	During construction: Low Adverse In the short-term there would be easterly views towards construction of the proposed 400kV overhead line, and removal of the F Route, visible above trees and hedgerows. In westerly views the construction of the AT Route connection would be visible, and removal of the AT Route, heavily filtered by intervening trees. Southerly views of the removal of the AT Route would be mostly limited to temporary at-height work but glimpses of machinery would be occasionally possible between intervening trees and hedgerows. The magnitude of effect would be low adverse. During operation: Low Beneficial In the short and medium-term the AT Route would be removed from southerly views. In easterly views the F Route, supported by lattice pylons, would be replaced by the proposed 400kV overhead line, supported by T-pylons, although it would be slightly further away and pylons would appear in similar positions to the F Route pylons. These would be filtered by intervening trees and partially backgrounded by Cleeve Ridge but would be visible on the skyline. The proposed 400kV overhead line would be visible extending to the north and south but would be filtered by intervening trees. Sandford Substation would be screened by intervening trees and not be perceptible in the view. Westerly views would alter to include the tops of lattice pylons on the proposed AT Route connection although this would be heavily filtered by intervening trees. The removal of the AT Route in near distance views would be the most notable change in views and would offset effects of the proposed AT Route connection, supported by lattice pylons, and the proposed 400kV overhead line in views, supported by T-pylons. The magnitude of effect would be low beneficial. After 15 years: Low Benficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.17	VPD4
D1.F13	PRoW	PRoW AX24/10 which extends south west from PRoW AX24/9 across an arable field before heading in a southerly direction across pasture towards Puxton Moor Farm. The route then turns to head west across pasture fields to a junction with PRoW AX24/11,12 and 13	High	Local	Medium	60m	The PRoW crosses an arable field then continues across pasture fields with Puxton Moor Farm prominent in the foreground. Hedgerows, hedgerow trees and the farm heavily filter views further to the south. There are filtered views of the top of pylons along the AT Route although in places trees filter all but the tops of pylons. Conductors are visible on the skyline. There are glimpsed views of the Mendip Hills in the background of the view. Along the Route once it has turned 90 degrees west of Puxton Moor Farm there are close distance views across pastoral farmland of the AT Route on the skyline beyond a low hedgerow. The AT Route is visible towards its connection with the F Route. The AT Route forms a notable element of the view visible above the Mendip Hills in the background. Views to the AT Route remain along this route. Along this section of the PRoW there are also easterly views across pastoral farmland and trees towards high ground at Cleeve Ridge. The F Route is occasionally glimpsed between intervening trees but forms a small component of the view.	During construction: Low adverse During construction PRoW management would be required along this route. Receptors would experience short-term direct southerly views towards the construction of the AT Route connection, including a temporary pylon and conductors at the connection to the AT Route. Ground-level working would be mostly screened by intervening trees and properties, although glimpsed views of working areas may be possible from short sections of the PRoW. There would be glimpsed distant easterly views of temporary at-height working to construct the new 400kV overhead line, supported by T-pylons, but this would form a small and barely perceptible element of the view. Removal of the AT Route pylons and conductors would be visible in southerly views and include temporary at-height working to remove the pylons. Given the distance and foreground interest and filtering by intervening trees the magnitude of effect would be low adverse. During operation: Low beneficial During operation southerly views would alter with the removal of a section of the AT Route (3 lattice pylons) including its connection with the F Route (which would also be removed). There would be views towards the proposed AT Route connection supported by lattice pylons, north from Sandford Substation. Initially the pylons along the proposed AT Route connection would appear in oblique views along the PRoW but would be most notable at the western end of the PRoW where there would be filtered views along the AT Route connection. The pylons would be further away than the AT Route pylons and would occupy a smaller extent of the view. In addition the scale of effect of the AT Route connection is reduced as these pylons would be filtered by intervening trees and backgrounded by the Mendip Hills along most of the PRoW. Easterly views would alter to include heavily filtered glimpsed views of the top of the proposed 400kV overhead line, supported by T-pylons, which would be taller than the F Route lattice pylons which would be removed. This would form a small and distant element of the view. The magnitude of effect would be low beneficial along most of this PRoW as the taller and closer AT Route would be removed from the extent of the view, the new AT Route connection would occupy a smaller extent of the view and have a higher degree of filtering. Easterly views to the proposed 400kV overhead line, supported by T-pylons, would replace oblique views of the F Route supported by lattice pylons and be heavily filtered by intervening trees. The effects would rise to low adverse at the western end of the PRoW due to the proximity to the proposed AT Route connection. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.16	VPD24
D1.F14	PRoW	PRoW AX24/12 and 43 which extends east from the junction with PRoW AX24/10, 11 and 13 to Box Bush Lane	High	Local	Medium	25m	The PRoW extends west through small pastoral fields bounded by mature hedges and frequent lines of trees which creates a high degree of enclosure. The eastern section of the PRoW passes beneath the AT Route. Along the rest of the PRoW only the tops of pylons on the AT Route are visible above intervening trees. These trees prevent views beyond to countryside to the east.	During construction: Low adverse During construction PRoW management would be required along this route. Receptors would experience short-term and filtered views of construction work around the new AT Route connection where it joins the AT Route, including the proposed temporary pylon. These operations would be most notable along the eastern section of PRoW. Intervening trees and hedgerows would help to reduce visibility of ground level works. Temporary at-height working would be visible above trees. During operation: Low adverse In the short and medium-term the tops of lattice pylons of the proposed AT Route connection would be glimpsed above intervening trees extending south from the AT Route. The proposed 400kV overhead line which replaces the F Route would be screened in westerly views by intervening trees. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.15	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F15	PRoW	PRoW AX24/13 which extends south from Puxton Road across pastoral fields to a junction with PRoW AX24/10, 11 and 12	High	Local	Medium	60m	The PRoW is across pastoral fields bounded by hedgerows and hedgerow trees. The AT Route is visible across the extent of the view on the skyline above high ground of the Mendip Hills in the background. There is some filtering of the base of pylons by intervening hedgerows and trees, however they are visible on the skyline along the entire PRoW. Oblique easterly views are across pastoral farmland with frequent hedgerows and trees towards high ground at Cleeve Ridge. There are glimpses of the F Route between intervening trees although pylons are generally backgrounded by high ground or mostly screened by trees and form a small and distant element of the view.	During construction: Low adverse The PRoW would be managed during construction works. In the short-term receptors using this PRoW would experience filtered views of the construction of the new AT Route connection and the temporary pylon for the works. This would be limited to temporary at-height working to construct the pylons with ground level works generally screened by intervening trees. There would be increased activity around the proposed connection point to the AT Route, including the temporary pylon construction, with open views along the southern section of PRoW of working areas and the construction haul road that forms part of the PRoW at the southern end. There would be direct southerly views towards the removal of the AT Route pylons (3 nr) and conductors and open near distance views of the construction haul road to the working areas. This would include temporary at-height working to remove the pylons. Given the short-duration of constructionworks the magnitude of effect would be low adverse. During operation: Low adverse During operation the AT Route would be removed from direct southerly views. This would be replaced by glimpsed views along the proposed AT Route connection, however the angle of the view would reduce the extent of the view occupied by pylons. The AT Route connection, supported by lattice pylons, would appear more distant and smaller in height than the section of AT Route that would be removed. There would be distant glimpsed views of some new 400kV overhead line T-pylons in easterly views, these would be seen between intervening trees and be partially backgrounded by high ground at Cleeve Ridge. The new 400kV overhead line would form a small element of the view. The removal of the AT Route pylons would give rise to beneficial effects on visual amenity, however this is partly offset by the new AT Route connection and distant easterly views of the new 400kV overhead line. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F16	PRoW	PRoW AX3/30 which extends north from Rose Hatch Cottage towards PRoW AX3/52. PRoW is not signed at either end of the route	High	Local	Medium	675m	The PRoW is initially along a stone track adjacent to Balls Yeo Rhyne. There are open easterly views across paddocks and pastoral farmland towards farm buildings at Land House Farm, trees along Puxton Road filter views further to the east. Approximately 4 pylons along the AT Route are visible on the skyline, trees filter views of the remaining pylons.	During construction: Low adverse For a short duration receptors using this PRoW would experience glimpsed heavily filtered views of temporary at-height working to construct the proposed AT Route connection particularly at pylon AT25R and for the removal of the adjacent AT Route pylon. Intervening trees would screen views of ground level working and access tracks. During operation: Low adverse In the short and medium-term receptors would experience views towards the proposed AT Route connection where it joins the AT Route. Pylons to the east of AT25R along the AT Route would be removed. The tops of pylons along the proposed AT Route connection would be visible in oblique easterly views. Trees along Puxton Road would provide some filtering to the AT Route connection. The magnitude of effect would be low adverse due to the introduction of the AT Route connection which would be closer and occupy a greater proportion of the view than the pylons along the AT Route that would be removed. Effects on views are reduced by the presence of overhead lines in baseline views. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F17	PRoW	PRoW AX3/52 which extends west from Puxton Road to its junction with Balls Barn Lane and PROW AX3/44 and AX3/30	High	Local	Medium	460m	The PRoW is along a narrow mature hedgerow and tree lined track. The hedgerows enclose and heavily filter views along the PRoW. Occasional glimpsed or heavily filtered southerly views are possible across the adjacent pastoral fields with the AT Route visible as it crosses the farmland. Views are most notable along the eastern section of the PRoW with glimpsed filtered views east towards where the proposed AT Route connecton joins the AT Route, pylons west of this are screened by intervening trees.	During construction: Negligible During construction there would be glimpsed heavily filtered views of temporary at-height working to construct the new AT Route connection where it joins the AT Route at pylon AT25R. During operation: Negligible On completion there would be glimpsed views of the proposed AT Route connection where it joins the AT Route although this would form a small element of an oblique view and only possible along the eastern section of PRoW. Along the remainder of the PRoW the view would remain the same as existing. Given the oblique nature of the change in the view for the new AT Route connection along the eastern section of PRoW only the magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.F18	PRoW	PRoW AX3/36 which extends south from Balls Barn Lane along Hatches Lane . PRoW turns ninety degrees and heads east to a small access track adjacent to Rose Hatch Cottage	High	Local	Medium	730m	The PRoW is along Hatches Lane and is a narrow track bordered by tall hedgerows and trees. Easterly views are possible from breaks in hedgerows and field access points. At these points the view is across pastoral fields bordered by hedgerows and trees. Views along the AT Route are available in places. Views become slightly more open further south along the PRoW where hedgerows are lower in height and there are views across paddocks and pasture towards poplar trees around Land House Farm, the farmhouse and farm buildings are also visible. Trees on the eastern side of Puxton Road provide filtering of views further to the east but there are views of the tops of pylons along the AT Route.	During construction: Negligible In the short-term receptors would have glimpsed heavily filtered views of temporary at-height working to construct the new AT Route connection where it joins the AT Route at pylon AT25R. Views would include the temporary pylon at the connection. This would form a distant and filtered element of the view which is only possible along short sections of the PRoW. Along the majority of the PRoW construction works would be barely perceptible to users of the PRoW. During operation: Negligible In the short and medium-term receptors would experience glimpsed views of the change in direction of the AT Route at pylon AT25R although this would form a small element of the view and only possible intermittently along the PRoW. Views of the AT Route west of this point would remain. Given the oblique and intermittent nature of views towards the proposed AT Route connection the magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F19	PRoW	PRoW AX3/37 which extends west from Puxton Road to its junction with PROW AX3/52, AX3/44 and AX3/30	High	Local	Medium	715m	The PRoW is along a narrow mature hedgerow and tree lined track. The hedgerows enclose and heavily filter views along the PRoW. Occasional glimpsed or heavily filtered southerly views are possible across the adjacent pastoral fields with the AT Route notable as it crosses the farmland and as it passes over the PRoW with one pylon visible in the adjacent field. At the eastern end of the PRoW receptors experience a glimpsed easterly view across Puxton Park towards properties on Maygreen Lane and pastoral farmland beyond with barely discernible glimpses of occasional pylons along the F Route and occasional glimpses along the AT Route.	During construction: Negligible In the short-term there would be glimpsed heavily filtered views of temporary at-height working to construct the new AT Route connection where it joins the AT Route at pylon AT25R. Views would include the temporary pylon at the route connection. This would form a distant and filtered element of the view which is only possible as receptors pass breaks in the hedgerows along the PRoW. During operation: Negligible In the short and medium-term receptors would experience glimpsed views of the new AT Route connection at pylon AT 25R although this would form a small element of an oblique view and only possible intermittently along the PRoW. Along the remainder of the PRoW the view would remain the same as existing. At the junction with other PRoW AX3/52 there would be glimpsed views beyond Puxton Park of occasional new 400kV T-pylons which would replace the F Route lattice pylons. However this would be a barely perceptible change with the main focus of the view being Puxton Park. Given the oblique and intermittent nature of the change in the view for the new AT Route connection and new 400kV overhead line the magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.F20	PRoW	PRoW AX24/6 which extends north from Puxton Moor Lane and runs parallel with AX24/7A to Old Bridges.	High	Local	Medium	140m	This PRoW is along a track to the west of Oldbridge River. The track is bordered by mature trees and hedgerows which filter easterly views across the river and Meer Wall Rhyne and across pastoral farmland interspersed by scrub and hedgerows and some trees. The F Route is visible crossing the adjacent fields approximately parallel to the PRoW and given its proximity has relatively little backgrounding by high ground at Cleeve Ridge. Views along the F Route to the north and south are possible although pylons become less perceptible due to distance and filtering by intervening trees.	During construction: Low adverse In the short-term there would be filtered views of the construction of the proposed 400kV overhead line and removal of the F Route to the east beyond Oldbridge River. Ground-level working including access tracks, construction machinery and temporary cranes would be intermittently visible along the PRoW. Views of pastoral farmland beyond the construction work would remain. Given the short duration of time but the proximity and extent of the works that would be visible, the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route would be removed from near distance views and replaced by the new 400kV overhead line, supported by T-pylons, on an similar alignment. The new 400kV T-pylons would be in similar locations to the lattice pylons on the F Route but would be larger structures. The solid column would make the overhead line more visible and reduce the degree of backgrounding by high ground at Cleeve Ridge, compared to the lattice pylons on the F Route removed. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
D1.F21	PRoW	PRoW AX5/10 and AX25/5 which extend east from Puxton Lane to AX24/6 at Oldbridge River	High	Local	Medium	210m	This PRoW is along a surfaced track bordered by hedgerows and trees. Lines of mature trees often filter and foreshorten views. However longer views across pastoral farmland are frequently possible along the route. In southerly views the AT Route and F Route are visible above intervening trees although backgrounding by the Mendip Hills to the south and Cleeve Ridge to the east reduces their visibility. Views to the north are across pastoral farmland and along the F Route but again intervening trees and backgrounding particularly of more distant sections of the route reduce visibility.	During construction: Low adverse In the short-term there would be easterly views of construction of the proposed 400kV overhead line, this would become more noticeable at the eastern end of the PRoW where glimpses of construction machinery may be possible. In south westerly views construction of the northern end of the AT Route connection would be glimpsed but be heavily filtered by intervening trees and form a small element of the view. The removal of the F Route and filtered southerly views of the removal of the AT Route, this would be limited to temporary at-height works. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the AT Route would be removed from filtered southerly views. In easterly views the F Route would be replaced by the proposed 400kV overhead line, supported by T-pylons, although it would be slightly further away and T-pylons would appear in similar positions to the F Route lattice pylons. These would be filtered by intervening trees and partially backgrounded by Cleeve Ridge but would be visible on the skyline. The proposed 400kV overhead line would be most notable at the eastern end of the PRoW which is closest to the Proposed Development. The proposed 400kV overhead line would be visible extending to the north and south but would be filtered by intervening trees. Westerly views would alter to include the tops of one or two lattice pylons on the proposed AT Route connection where it joins the AT Route although they would be heavily filtered by intervening trees. The introduction of the proposed 400kV overhead line, supported by T-pylons, along the alignment of the F Route would be the most notable change and give rise to a low adverse effect on views. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F22	PRoW	PRoW AX24/8 which extends south from Puxton Church across an arable field to Puxton Lane	High	Local	Medium	635m	The PRoW is initially through the churchyard of Puxton Church passing to the west of the church. Views are enclosed by trees around the churchyard which prevent southerly views towards countryside beyond. The PRoW then crosses an arable field with direct southerly views across arable farmland towards pasture beyond. Puxton Moor Farm and Apple Tree Cottage are visible in the mid distance. The Mendip Hills form a prominent backdrop to the view. A telegraph pole line is visible along the edge of Puxton Road and beyond this the AT Route is visible crossing farmland across the extent of the view. Intervening trees provide some filtering to the lower parts of some of the pylons, other pylons are less filtered by trees. Easterly views are across pastoral farmland with frequent hedgerows and hedgerow trees towards high ground at Cleeve Ridge. The F Route is occasionally visible above intervening trees. Most pylons are backgrounded by high ground although occasional pylons are visible on the skyline.	During construction: Low adverse Users of this PRoW would have short-term glimpsed distant easterly views of temporary at-height working to construct the new 400kV overhead line, supported by T-pylons, but this would form a small element of an oblique view. Receptors would have direct southerly views towards the removal of the AT Route pylons and conductors. This would include temporary at-height working to remove the pylons. Ground level working would be screened by intervening trees and properties. Given the distance and foreground interest and filtering by intervening trees the magnitude of effect would be low adverse. During operation: Low beneficial Southerly views would alter with the removal of 3 nr pylons on the AT Route across the extent of the view. There would be oblique views towards the new AT Route connection on lattice pylons of a reduced height. Views would be more distant and occupy a smaller proportion of the view than the AT Route. The scale of effect is reduced as these pylons would be filtered by intervening trees and backgrounded by the Mendip Hills. Easterly views would alter to include heavily filtered glimpsed views of the top of the new 400kV overhead line, supported by T-pylons, which would be slightly taller than the F Route which would be removed. The magnitude of effect would be low beneficial for this PRoW as a taller and closer AT Route would be removed from the extent of the view, the proposed AT Route connection would occupy a reduced extent of the view and have a higher degree of filtering by intervening trees. Receptors would experience oblique easterly views of the new 400kV overhead line but it would be heavily filtered by intervening trees. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.18	VPD26

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F23	PRoW	PRoW running north from Puxton Road over 4 stiles through pasture lands, 300m west of the village centre. Note: Timber ditch/stile crossings are generally in a poor state of repair and potentially dangerous.	High	Local	Medium	700m	Users of this PRoW experience southerly views across pastoral farmland towards properties in Puxton along Puxton Road. Properties are often surrounded by mature trees and hedgerows. There are glimpsed occasional views of the tops of pylons on the AT Route.	During construction: Negligible During construction there would be occasional glimpsed views of at-height working to construct the AT Route connection, including the temporary pylon, and to remove the AT Route but this would form a distant element of the view and only experienced for a short duration of time. During operation: Low beneficial In the short and medium-term the AT Route would be removed from glimpsed views. The proposed AT Route connection may be perceptible but would occupy a smaller extent of the view and would be partially filtered by intervening built form and trees. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Minor beneficial	Minor beneficial	N/A	N/A
D1.F24	PRoW	PRoW AX24/14. No access from field adjacent to Grange Farm along this Route travelling east. Field boundary defined by stock fence, high hedgerow and ditch	High	Local	Medium	745m	This PRoW is along the edge of pastoral fields with receptors experiencing oblique southerly views towards hedgerows along Puxton Road with the tops of pylons along the AT Route glimpsed above. Easterly views are towards Willow Farm and properties in Puxton along Puxton Road and Puxton Lane. The F Route is barely perceptible between intervening trees and buildings in easterly views.	During construction: Negligible During construction there would be occasional glimpsed views of at-height working to construct the AT Route connection, including the temporary pylon, and to remove the AT Route but this would form a distant element of the view and only experienced for a short duration of time. During operation: Low beneficial In the short and medium-term the AT Route would be removed from southerly views. The proposed AT Route connection may be perceptible but would occupy a smaller extent of the view and would be partially filtered by intervening built form and trees. In easterly views the new 400kV overhead line would be barely perceptible in the view. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Minor beneficial	Minor beneficial	N/A	N/A
D1.F25	PRoW	PRoW AX24/3 extending north from May's Lane. This section of PRoW is not apparent as shown on Way-marked map when travelling east from AX24/14	High	Local	Medium	830m	Users of this PRoW experience southerly views across pastoral farmland towards Willow Farm and properties in Puxton along Puxton Road. Properties are often surrounded by mature trees and hedgerows. There are glimpsed occasional southerly views of the tops of pylons along the AT Route and easterly views of the F Route.	During construction: Negligible During construction there would be occasional glimpsed views of at-height working to construct the AT Route connection, including the temporary pylon, and to remove the AT Route but this would form a distant element of the view and only experienced for a short duration of time. During operation: Negligible In the short and medium-term the AT Route would be removed from glimpsed views. The proposed AT Route connection may be perceptible but would occupy a smaller extent of the view and would be partially filtered by intervening built form and trees. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.F26		PRoW AX24/13a along Maysgreen Lane	High	Local	Medium	715m	Receptors travelling south along this PRoW on Maysgreen Lane have views above roadside hedgerows across pastoral fields bordered by frequent mature trees. Properties along Maysgreen Lane often foreshorten and enclose views. Where longer views across pastoral fields are possible high ground at Cleeve Ridge to the east and the Mendip Hills to the south form a backdrop. The AT Route is visible above and between intervening trees although backgrounding by the Mendip Hills reduces visibility.	During construction: Negligible In the short-term there would be glimpses of temporary at-height working to construct the new 400kV overhead line and remove the F Route and part of the AT Route. The proposed AT Route connection would generally be screened by intervening trees in southerly views. During operation: Negligible In the short and medium-term the AT Route would be removed from southerly views although given the degree of filtering this would be often a barely perceptible change to the view. In easterly views the F Route would be replaced by the new 400kV overhead line along a similar alignment. The T-pylons would be slightly taller but high ground at Cleeve Ridge would still provide some backgrounding. The T-pylons would be intermittently visible above and between intervening trees. After 15 years: In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.19	N/A
D1.F27	PRoW	PROW AX24/4 along Oldbridge River between Puxton Road and Old Bridge	High	Local	Medium	170m	At Puxton Road users of the PRoW have views looking directly east along Oldbridge River SSSI and pastoral farmland beyond. The F Route is visible extending across the view towards Cleeve Ridge which provides backgrounding to the lattice pylons. Pylons are also partially filtered by mature field boundary vegetation and mature trees. Further north a greater extent of the F Route is perceptible as views become more open. Pylons to the south east are filtered and partially backgrounded by the Mendips Hills in the distance. The F Route becomes more notable in the view along the eastern end of the PRoW which is close to the overhead line. The F Route is visible to the north towards Moorland Park Caravan Park and to the south. The nearest pylons are visible on the skyline.	During construction: Low adverse Construction works would be short-term and operations including at-height works and for a short period cranes would be visible across the pastoral farmland above trees and hedgerows. These would be most notable along the eastern end of the PRoW where ground level working would be visible to construct the proposed 400kV overhead line and remove the F Route. Further west views east and south would typically be limited to temporary at-height working. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed from long distance views and replaced by the new 400kV overhead line, supported by T-pylons, on a similar alignment. The new 400kV pylons would be in similar locations to those on the F Route but would be larger structures. The solid column of the T- pylon would make the overhead line more noticeable in views and reduce the degree of backgrounding by high ground at Cleeve Ridge than the lattice structure of the F Route. More distant southerly views would include the removed AT Route although this would be a smaller element of the view. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.20	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F28		PRoW AX16/37 and AX56/10 extending south from Dolemoor Lane then turning ninety degrees to head east along Brandeer Rhyne	High	Local	Medium	250m	This PRoW is along the edge of pastoral fields interspersed with some hedgerows and trees. Users of the PRoW experience long distance southerly views across farmland towards high ground of the Mendip Hills. Along the northern part of the footpath northerly views are foreshortened by trees along Dolemoor Lane, however views become more extensive further south along the PRoW. The F Route is visible from the PRoW in westerly views but is also visible on the skyline extending to the north and to the south where there is a higher degree of backgrounding by the Mendip Hills.	During construction: Low adverse For a short duration of time there would be partially filtered views of temporary construction activity to construct the proposed 400kV overhead line and remove the F Route, including haul roads and intermittently construction machinery. Given the distance and the short duration of the activity the magnitude of effect would be low adverse. During operation: Low adverse During operation the F Route, supported by lattice pylons, would be removed and replaced by the proposed 400kV overhead line, supported by T-pylons, along a very similar alignment. The larger T-pylons and their solid central column would mean that they would be visible above intervening trees and hedgerows for a greater extent than the F Route to the south. Intervening trees would provide some filtering to the base of pylons and to the proposed 400kV overhead line north of Dolemoor Lane. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F29	PRoW	PROW AX16/22 linking Old Bridges to Dolemoor Lane. Travelling west to east	High	Local	Medium	0m	This PRoW travels along Dolemoor Lane from Old Bridges. Initially there are open views across pastoral farmland and along the F Route. To the north and south the F Route lattice pylons are visible on the skyline with no filtering or backgrounding. As such they are viewed largely across the skyline. Further east the views from the PRoW become filtered on both sides by field boundary vegetation which restricts and channels views. There are frequent gaps or breaks in the hedgerows which allow open views to the north and south across pastoral farmland. The F Route is visible on the skyline in there views and also in places in westerly views.	During construction: Moderate adverse The PRoW would be managed along the section that would pass under the proposed 400kV overhead line and the F Route during construction works. For a short duration of time there would be open views of temporary construction activity to construct the proposed 400kV overhead line and remove the F Route, including the construction haul road and machinery. Along the eastern part of the PRoW the temporary scaffolding over the road, bell mouths and construction haul road would be particularly notable. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse During operation the F Route would be removed and replaced by the proposed 400kV overhead line along very similar alignment. The larger pylons and their solid construction would mean that they would be visible above intervening trees and hedgerows along a longer stretch of line than the F Route to the north and south. This would be particularly notable along western section of the PRoW where there would be open views along the line. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.21 and D1.22	N/A
D1.F30		AX16/24 extending south from Dolemoor Lane and then turning ninety degrees to head east along Little Wall Drove	High	Local	Medium	540m	Users of this PRoW have open southerly and westerly views across farmland interspersed with trees and hedgerows to high ground of the Mendip Hills. The F Route is visible above and between intervening trees but is partially backgrounded by high ground.	During construction: Low adverse For a short duration of time there would be partially filtered views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route. Given the distance, filtering by intervening trees and the short duration of the activity the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed and replaced by the proposed 400kV overhead line, supported by T-pylons, along a very similar alignment. The larger T-pylons and their solid central column would reduce the degree of backgrounding by the Mendip Hills and would mean that they would be visible above intervening trees and hedgerows along a longer stretch of the overhead line than the F Route to the south. Given the distance and filtering by intervening trees the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F31	PRoW	PROW AX16/44, off Weston Road to Pilhay Bridge	High	Local	Medium	0m	Users of this PRoW experience views over open fields and rhynes and Congresbury Yeo. Fields have intermittent field boundary vegetation. The F Route is visible north to south across the extent of easterly views with Clevee Ridge forming a notable backdrop. The pylons are visible above this high ground on the skyline. In southerly views the F Route extends across pastoral farmland with high ground at the Mendip Hills providing backgrounding to more distant pylons. The AT Route is generally well backgrounded by the Mendip Hills and barely discernible in views along the track to the southwest. The pylons are generally more notable on the skyline in northerly views where there is less backgrounding by high ground than in southerly views.	During construction: Moderate adverse The PRoW would be managed during construction works. For a short duration of time there would be views along the construction haul road which is immediately adjacent to the PRoW as well as the bell mouth and temporary scaffolding across Weston Road, which would be prominent in southerly views. Users of the PRoW would have open near distance views of ground level and at-height working to construct the proposed 400kV overhead line and remove the F Route, including near open views of pylon construction in the adjacent field. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be replaced by the proposed 400kV overhead line, supported by T-pylons, which would be slightly closer and in the same field as the PRoW. There would be a direct view of one of the T-pylons as well as views to the north along the overhead line with little backgrounding by distant high ground. The proposed 400kV overhead line T-pylons would be taller and more noticeable in the distance than the F Route. In southerly views the solid central column of the T-pylon would benefit less from backgrounding by the Mendip Hills making it more visible in the distance. The AT Route connection, supported by lattice pylons, would be barely discernible in the view. Given the removal of the F Route but its replacement by the proposed 400kV overhead line closer in the view the magnitude of effect would be moderate adverse. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	n/a	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F32	PRoW	PROW AX16/44 from Pilhay Bridge to the Strawberry Line	High	Local	Medium	0m	This PRoW extends east from Pilhay Bridge along Gang Wall and Binhay Rhyme. Along most of the PRoW mature hedgerows either side heavily filter views with occasional glimpsed views north and south towards the F Route. At the western end of the PRoW near Pilhay Bridge the PRoW passes under the F Route and views become open and mature trees provide heavy filtering to northern views of farmland with views south more open across pastoral farmland interspersed by trees towards high ground of the Mendip Hills. In places the F Route is visible extending south although barely discernable backgrounded by the Mendip Hills.	During construction: Low adverse The PRoW would be managed along the section at the western end that would pass under the proposed 400kV overhead line and the F Route during construction works. Along most of the PRoW views of construction activity would be heavily filtered and only available in glimpsed views. For a short duration of time there would be views of temporary construction activity to construct the proposed 400kV overhead line and remove the F Route, including the conductor pulling site, construction haul road and intermittently construction machinery. Along the western most section of the PRoW closest to the Proposed Development at Pilhay Bridge construction operations would be close to receptors where the PRoW passes under the F Route to be removed and the proposed 400kV overhead line. The PRoW would be managed for this short length affected during construction works. For this short section of the PRoW visual receptors would experience a greater magnitude of effect. Given the degree of filtering by hedgerows and trees along most of the PRoW and the distance of the works the magnitude of effect would be low adverse. During operation: Low adverse On completion the F Route, supported by lattice pylons, would be removed and replaced by the proposed 400kV overhead line, supported by T-pylons, along a very similar alignment. The larger T-pylons and their solid central column would be visible above intervening trees and hedgerows for a greater extent of the overhead line than the F Route removed to the north and at the western most section of the PRoW to the south. Trees and hedgerows along the PRoW would provide heavy filtering to the view along most of the PRoW reducing visibility of the proposed 400kV overhead line with occasional glimpsed views available. The magnitude of effect would be low adverse due to views along most of the PRoW being heavily filtered. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F33		PROW LA21/28 along Congresbury Yeo extending south from Pilhay Farm to Pilhay Bridge	High	Local	Medium	0m	This PRoW extends across pastoral fields with open northerly and easterly views across farmland interspersed by trees. The F Route is visible extending across the view with pylons visible above high ground of Cleveve Ridge and further north Tickenham Ridge. Southerly views are also possible as there is little tree planting along Congresbury Yeo, however trees and buildings along Weston Road provide some screening and filtering to views. The F Route is less discernible beyond Weston Road. The F Route is particularly notable along the eastern most section of PRoW where the overhead line is immediately adjacent to the line and there are direct views to a pylon in the adjacent field.	During Construction: Moderate adverse The PRoW would be managed during construction works. In the short-term temporary cranes would be visible during construction of the new 400kV overhead line and the removal of the F Route over field boundary vegetation. Glimpses of construction traffic on the construction haul road would also be possible and temporary scaffolding over Weston Road to the south. The construction haul road crosses the footpath along the eastern most section and ground level working would be close and visible across the view including the conductor stringing site at Pilhay Bridge. Temporary access over Congresbury Yeo would be visible close to the PRoW. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed from the view and replaced by the proposed 400kV overhead line, supported by T-pylons, slightly closer to the PRoW including a T-pylon immediately adjacent to the PRoW. The solid column of the T-pylon would make it more visible in the view and reduce the degree of backgrounding by high ground beyond in northerly and easterly views. The proposed 400kV overhead line would also be more perceptible in southerly views. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.27	N/A
D1.F34		Receptor reference number not used											
D1.F35	PRoW	PRoW LA21/28 extending north from Pilhay Bridge to Wemberham Cottage.	High	Local	Medium	415m	PRoW is along Congresbury Yeo with open southerly, northerly and easterly views across flat pastoral farmland interspersed with trees. The F Route is visible above trees extending across farmland with high ground of Cleveve Ridge forming a backdrop in easterly views and the Mendip Hills to the south.	During construction: Low adverse In the short-term at-height working and ground level working to the north and south, to construct the proposed 400kV overhead line and remove the F Route, would be visible in the middle distance with some filtering of views by intervening trees. Given the distance, temporary nature of the works and the extent of view affected along much of the PRoW the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed and replaced by the proposed 400kV overhead line on a slightly closer alignment. The solid construction of the T pylon would reduce the degree of backgrounding by high ground and its slightly taller height would mean that pylons would be slightly more noticeable in the distance than the F Route pylons. However given the presence of the existing F Route which would be removed and partial filtering by intervening trees the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.27	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F36	PROW	PROWs LA11/6, LA21/31 and LA21/40 between Wemberham Cottage and North End	High	Local	Medium	0m	Users of the PRoW experience open views across fields north and northeast towards North End, east towards Clevee Ridge and southeast towards Yatton. The PRoW passes under the F Route at its mid-point with views north and south along the overhead line. The F Route is visible along the entire PRoW although for most of the PRoW views towards the F Route are distant with backgrounding to the lower elevations by the Mendip Hills, including Crook Peak, in the distance. In the middle distance field trees filter and obscure the lower elevation of pylons in places. Views further northeast are heavily filtered and obscured by North End and trees around Riverside House, The Bridge Pub and other properties. The top of a single F Route pylon is visible in the distance above trees near Kenn Moor and backgrounded by Tickenham Ridge. Views northwest along the F Route include the angle tower to the north near Lampley Road. At Riverside House to north of the PRoW views become filtered by dense trees to property boundaries. The top of the F Route pylons are visible in places but filtered.	During construction: Low adverse In the short-term at-height working and ground-level working to the north and south would be visible to construct the proposed 400kV overhead line and remove the F Route. For much of the PRoW views of construction works would be distant with close views where the PRoW would pass under the proposed 400kV overhead line and the F Route. In close views the construction works and haul road would be visible near receptors. The PRoW would be managed at this point during construction works and visual receptors would experience a greater magnitude of effect in views. Given the extent of the activity visible in more distant views along much of the PRoW the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route, supported by lattice pylons, would be replaced by the proposed 400kV overhead line, supported by T-pylons, slightly further west but on a similar alignment. The proposed 400kV overhead line would be visible to the southwest and for a greater extent where the tops of the taller T-pylons would be glimpsed above industrial buildings on the edge of Yatton. To the southwest the proposed 400kV overhead line would pass over the PRoW and a T- pylon would be closer to the PRoW than the nearest F Route pylon removed. In views northeast the proposed 400kV overhead line would be visible above trees and properties in North End. T-pylons would be glimpsed above Tickenham Ridge in the background in direct views north and would be more visible in oblique filtered views northwest near Riverside House. The solid column of the T- pylon would make it more visible in the view and reduce the degree of backgrounding by high ground beyond in northerly and easterly views. The proposed 400kV overhead line would also be more perceptible in views due to the greater height of the T- pylon. The overall magnitude of effect would be low adverse due to the distance and extent of view affected, although a short section of PRoW passing beneath the proposed 400kV overhead line would experience a moderate adverse magnitude of effect. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.31, D1.32 and D1.33	VPD7
D1.F37		PROW LA11/4 extending to the south west from Cranmoor Rhyne to PRoW LA11/13 at the bridge over the M5 motorway	High	Local	Medium	730m	PRoW is along a rural tree lined farm track, trees provide filtering to easterly and north easterly views along much of the PRoW. The F Route is glimpsed above and between intervening trees but generally only one or two pylons are visible in the distance.	During construction: Low adverse In the short-term there would be distant glimpses of at-height working to construct the proposed 400kV overhead line and remove the F Route. Given the distance and degree of filtering by intervening trees the magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed and replaced by the taller 400kV overhead line, supported by T-pylons, slightly closer to the PRoW. Intervening trees would provide some filtering to T-pylons although as they are taller more T-pylons would be noticeable by users of the PRoW in easterly views above and between trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F38	PROW	PROW LA11/4 accessed off Lampley Road and running southwest parallel to the M5 motorway to Cranmoor Rhyne	High	Local	Medium	365m	Open views from the PRoW across flat farmland with the mound on the boundary of Acorn Fisheries partially screening easterly views. The top of an F Route pylon is visible above mounding. South easterly views include some F Route pylons above and between intervening trees, however these are barely perceptible due to distance and backgrounding. The M5 motorway adjacent elevated ground, is audible and largely obscures westerly views to Kingston Seymour.	During construction: Low adverse In the short-term there would be distant glimpses of at-height working to construct the proposed 400kV overhead line and remove the F Route. Given the distance and degree of filtering by intervening trees the magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed and replaced by the proposed 400kV overhead line, supported by taller T-pylons, slightly closer to the PRoW. Intervening trees would provide some filtering to T-pylons although as they are taller more pylons would be noticeable by users of the PRoW in easterly views above and between trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F39	PROW	PROW LA21/34 on the edge of Horsecastle in North End along Arnold's Way and roads in Horsecastle (also a cycleway)	High	Local	Medium	955m	Views from the northern end of the PRoW are open across North End roundabout and include a distant glimpsed view of conductors on the F Route between trees. Views are heavily filtered by tall trees between the footpath/cycleway and Arnold's Way but become open beyond trees. However views are screened by palisade fence and tractors within the yard on the opposite side of Arnold's Way and the F Route is not visible. Views from a secondary path between tall trees and from a section of PRoW and cycleway beyond tall trees, extend northwest and include a number of F Route pylons partially visible above the hedgerow, trees and properties at North End. A view from where this PRoW meets North End includes a few F Route pylons in the distance and backgrounded by Tickenham Ridge, however pylons are barely perceptible in the overall view. Views from this PRoW along Briar Mead and Meadowland towards the F Route are screened by residential properties.	During construction: Low adverse In the short-term temporary at-height working would be perceptible in a small proportion of the view beyond Arnold's Way and North End. The magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed from the distant glimpsed views and replaced with the new 400kV overhead line, supported by T-pylons, on a similar alignment. It would be taller than the F Route and therefore more perceptible above intervening trees and properties. The top of the proposed 400kV overhead line T-pylons would be visible in glimpsed northerly views but would be a barely discernible component of the view. The magnitude of effect would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.30	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F40	PRoW	PRoW LA10/2 between Kenn Road and Ham Lane	High	Local	Medium	0m	Views along this PRoW are typically open across fields interspersed with field trees and hedges. The F Route is visible but for most of the PRoW but intervening trees limit the extent visible depending on distance from the F Route. Cleeve Ridge backgrounds pylons in views southeast and Tickenham Ridge in views northeast, particularly more distant pylons. The PRoW passes under the F Route towards the centre of the PRoW and for a section of the PRoW across a field pylons are close in views and conductors pass over receptors with a greater extent of the F Route visible.	During construction: Low adverse Along the northern and southern sections of the PRoW construction activity would be limited to at-height working to construct the proposed 400kV overhead line and remove the F Route. The central section of the PRoW would be managed during construction works and there would be more open views of ground level working along both the proposed 400kV overhead line and F Route works including access tracks, temporary cranes, construction machinery and at-height working to construct or remove pylons. Views would be possible along the construction of the proposed 400kV overhead line and removal of the F Route to the south west and north east. Overall the magnitude of effect would be low adverse increasing to moderate adverse along a short section of the PRoW closest to construction activity. During operation: Low adverse In the short and medium-term the F Route, supported by lattice pylons, would be replaced by the proposed 400kV overhead line, supported by T-pylons. The solid central column of the T-pylon would reduce the degree of backgrounding by high ground and its greater height would mean that pylons would be more visible in the distance than the lower F Route lattice pylons. However given the presence of the F Route which would be removed and partial filtering by intervening trees the magnitude of effect would be low adverse. Along the central section of PRoW there would be open views along the proposed 400kV overhead line and the magnitude of effect would increase to moderate adverse for this short section of the PRoW. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.41	N/A
D1.F41	PROW	PROW LA21/32 running north of Lampley Road along a track and northwest across farmland	High	Local	Medium	0m	This PROW is not sign posted. It runs down a steep embankment and Lampley Road with no access. PROW also ends at Rust Rhyme. The PROW is across fields and passes under the F Route. Mature hedgerows and some field trees obscure views in places although the F Route pylons are visible in close in the view above or through trees. Views include an angle pylon and views along the F Route to the northeast although views are filtered by trees and hedges with pylons intermittently visible above. Generally along the PRoW the F Route is partially filtered by trees but becomes more notable where the F Route passes over the PRoW.	During construction: Moderate adverse The PRoW would be managed during construction works. In the short-term there would be initially filtered views of at-height working along the southern most section of PRoW but further north there would be open views of the construction haul road and construction traffic in the same field as the PRoW as well as near distance views of the construction of the proposed 400kV overhead line and removal of the F Route. Temporary scaffolding over the construction haul road and further away over Rust Lane and Kenn Road would also be visible. Given the proximity but short duration of the works the magnitude of effect would be moderate adverse. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons and including an angle pylon, would be removed from views and replaced with the proposed 400kV overhead line on a slightly more southerly alignment, supported by taller T-pylons. The proposed 400kV overhead line would also pass over the PRoW and one of the T-pylons would be adjacent to the PRoW. The solid central column and greater height of the T-tylon would be more visible above intervening trees. Given the proximity of the proposed 400kV overhead line to the PRoW but the presence of the F Route, which would be removed, the magnitude of effect would be moderate adverse. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	N/A	N/A
D1.F42	PROW	PROW LA11/14 running southeast/northwest between Kingston Seymour and the M5 motorway	High	Local	Medium	745m	The start of this PRoW at Kingston Seymour is not marked with a PRoW sign and a closed gate restricts access. Trees on other side of the PRoW screen views across surrounding farmland. Views from the south eastern section are across fields and towards the M5 motorway. Mature hedgerows and trees along rhynes heavily filter and screen view. Direct and oblique views from the southern section of the PRoW extend beyond the M5 motorway with glimpses of the F Route possible in the distance above trees.	During construction: Low adverse In the short-term there would be distant glimpses of at-height working to construct the proposed 400kV overhead line and remove the F Route along the southern most part of this PRoW. Given the distance and degree of filtering by intervening trees the magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed and replaced by the proposed 400kV overhead line, supported by T-pylons, slightly closer in the view. Intervening trees would provide some filtering to T-pylons although as they are taller more pylons would be noticeable by users on the southern most section of the PRoW above and between trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.34	N/A
D1.F43	PROW	PROW LA11/11 running south and east along the track leading to and beyond Cranmoor Camping Club camp site. The PRoW ends abruptly at the end of the track and does not appear to lead anywhere	High	Local	Medium	595m	Dense trees and hedge along the track obscure views although there are some filtered oblique views across fields and Cranmoor Camping Club. Glimpsed views to an F Route pylon are possible through trees and the top of the pylon is visible above hedgerows at the end of the PRoW. Hedgerows across field largely obscures view and the M5 is glimpsed above the hedgerow.	During construction: Low adverse In the short-term there would be occasional distant glimpses of at-height working to construct the proposed 400kV overhead line and remove the F Route, mostly at the eastern end of the PRoW. Given the distance and degree of filtering by intervening trees the magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed and replaced by the proposed 400kV overhead line, supported by T-pylons, slightly closer in the view. Hedgerows and trees would provide some filtering to pylons although as they are taller more T-pylons would be noticeable by users of the eastern most section of the PRoW above and between trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F44	PRoW	PRoW LA10/3 between Kenn Street and Kenmoor Road	High	Local	Medium	395m	Users of the PRoW experience open views across fields interspersed by trees and hedgerows to the south and south east. Generally open views with some filtering by mature trees along Meadmoor Rhyne. The F Route is generally visible above trees. However the F Route is not visible where the PRoW passes close to trees on Meadmoor Rhyne. Beyond Meadmoor Rhyne there are open views across fields and Kenmoor Road towards the F Route which is visible above trees. The F route is most notable to the south and east.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route. Intervening trees would generally screen ground level working. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed and replaced by the proposed 400kV overhead line, supported by T-pylons, on a similar alignment. Intervening trees would provide some filtering to pylons although as they are taller more pylons would be noticeable in southerly and easterly views above and between trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.42	N/A
D1.F45	PRoW	LA10/6, LA13/1 and LA21/37 along the River Kenn between Kennmoor Road and Old Yeo Rhyne	High	Local	Medium	0m	Along the eastern section of this PRoW LA21/37 between Kennmoor Road and parallel to Nailsea Wall there are open views north and west across fields and along the River Kenn towards mature field trees in the middle distance. Easterly views are heavily filtered and screened by trees and vegetation along the opposite side of the river. The F Route is visible above trees in westerly views which extend along the F Route as it crosses Kenn Moor. The F Route is not visible to the northeast but there are northerly views where the F Route passes over the PRoW and to Tickenham Ridge beyond. Where the PRoW meets Nailsea Wall and runs parallel there are open views available in all directions across fields with mature field trees in the middle distance. The F Route is visible in views southwest across fields and above intervening field trees with views extending along the F Route. Views north over hedgerows and Kenn River towards Tickenham Ridge are also open. Views north east are over the River Kenn and hedgerows towards Tickenham Ridge and across Nailsea Moor. The F Route is visible above intervening field trees and trees along Parish Brook and views extend along the F Route pylons on Tickenham Ridge which are discernible in the view. Towards Kenmoor Road views become more obscured by mature hedge and trees along Lilypool Drove with view across field in foreground. The F Route is not visible. Near the F Route there are distant views to the W Route at West End with some pylons just perceptible on higher gound.	During construction :Low adverse PRoW management would be required for a short section of the PRoW where it passes under the proposed 400kV overhead line and the F Route removal. In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route. Along most of the PRoW this would appear distant and above intervening trees. Along a short section of the PRoW close to Nailsea Wall there would be open views of the construction haul road that would cross the PRoW, bell mouths and temporary scaffolding across the road for both the proposed 400kV overhead line and the F Route, as well as ground level working around pylons. The magnitude of effect would be moderate adverse along this short section of PRoW but overall low adverse along the PRoW. During operation: Low adverse In the short and medium-term views of the F Route would be replaced by the slightly taller proposed 400kV overhead line, which would be more noticeable above intervening trees. Views along the line as it crosses Kenn Moor would be possible. Along some sections of the PRoW northerly views along the line and glimpses of it crossing Tickenham Ridge would be possible although this would be distant and barely discernible in the view. Given the distance of the proposed 400kV overhead line to the PRoW and the presence of the F Route the magnitude of effect would be low adverse. The magnitude of effect would rise to moderate adverse along a short section of PROW where the proposed 400kV overhead line would cross the route and a T pylon would be to the immediate south of the PRoW. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.49; D1.51; D1.52 and D1.53	VPD10 and VPD22
D1.F46	PRoW Bridleway	PRoWs LA13/49 and LA13/50 along North Drove across Nailsea Moor and also part of Nailsea Round Loop Walk 6	High	Local	Medium	0km	These PRoWs pass beneath the F Route in three places with views along the F Route across Nailsea Moor. Between Causeway and the bend in track at the eastern end of the PRoW on LA13/49 there are open views northwest, south and southeast across Nailsea Moor towards Tickenham Ridge, Tickenham, Clevedon and Nailsea. Views are over a long distance and expansive across fields and above field trees in the distance. The F Route is visible to the south with views along the F Route into the distance. More distant pylons are visible above trees. Views northwest are filtered in places by mature hedge trees with gaps in places. Views northwest are towards Tickenham Church, Tickenham Ridge and Stone-edge Batch. The F Route is visible above trees and up Tickenham Ridge. Four pylons are visible at the top of the ridge in the distance. To the south the W Route is visible beyond the F Route on elevated ground at West End. Similar views to above are possible for users of PRoW LA 13/50 but they are more oblique east and west and direct north and south. Views northeast are towards Clevedon with the church spire visible. Intermittent hedgerow trees on the south side of the PRoW filter views in places although views are possible towards West End across fields.	During construction: Moderate adverse There would be PRoW management along these PRoWs during construction works. In the short-term there would be views along all of the PRoWs towards activity to construct the proposed 400kV overhead line in adjacent fields and more distantly to remove the F Route and a section of W Route. Construction activity would be most notable where the PRoW passes close to the proposed 400kV overhead line. The construction haul road would be visible and run along short sections of these PRoWs with bell mouths visible and temporary scaffolding over the PRoWs in three places where the proposed 400kV overhead line would pass over. Given the relatively open nature of the view, ground level working would be visible along much of the PRoWs. Removal of the F Route and the associated temporary scaffolding and haul road would appear more distant except along a short section of PRoW LA13/50 which passes beneath the proposed 400kV overhead line and the F Route. Removal of the W Route and construction of the CSEPP would also be discernible but distant and a small element of the view on elevated ground beyond West End. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed and the proposed 400kV overhead line, supported by T-pylons, would be visible; passing over the PRoWs in three places and closer in views. Users of the PRoW would have north easterly views along the proposed 400kV overhead line towards Tickenham Ridge. In places the views of the F Route and W Route on Tickenham Ridge would be replaced by the proposed 400kV overhead line. Southerly views would also be along the proposed 400kV overhead line. The T-pylons would be of a greater height with a solid central column that would be more visible than the F Route in the distance, particularly where the F Route is partially backgrounded by high ground at Tickenham Ridge. Southerly views would also include the CSEPP that would be visible in the distance on high ground and just perceptible beyond the proposed 400kV overhead line. Given the closer proximity of the proposed 400kV overhead line in views along the PRoWs the magnitude of effect would be moderate adverse. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.61, D1.62 and D1.63	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F47	PRoW LA13/1	PRoW LA13/1 along Parish Brook, part of Nailsea Round Loop Walk 6, running northeast-southwest close to West End	High	Local	Medium	145m	The PRoW is along Parish Brook and the F Route is parallel and passes over the PRoW along its entire length between Nailsea Wall and Rhyne View, on the western edge of Nailsea. Views along the PRoW in both directions have direct views of the F Route with it crossing the PRoW frequently. The W Route is visible in the direct view north east as the PRoW gets closer to Nailsea. Closer to Nailsea Wall views of the W Route tend to be more distant and oblique above houses along West End Lane and over hedges along the PRoW. Pylons on the F and W Routes are visible crossing Tickenham Ridge. The F Route pylons can be seen heading towards Stone-edge-Batch in the distance with some filtering from trees and hedgerows along The Causeway.	During construction: Moderate adverse In northerly views at-height working to construct the proposed 400kV overhead line would be visible but partially filtered by intervening trees. This would include the construction haul road, bell mouths and temporary scaffolding in three places over the PRoWs to the north on North Drove. In southerly views the removal of a section of W Route and the construction of the CSEPP would be visible above properties on West End Lane. During removal of the F Route this PRoW would be managed to enable it to remain open for the safety of users of the PRoW due to the close proximity of the F Route removal works. There would be views of construction machinery, fencing, temporary haul roads and scaffolding across the PRoW. Removal of the F Route would eb seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of removal operations and construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from where it almost directly passes over and parallel to the PRoW for its entire length. The proposed 400kV overhead line, supported by T-pylons, would be visible to the northwest. The new 400kV overhead line would be visible in open northerly views and would be visible as it extends towards Stone-edge Batch and glimpsed as it passes over Tickenham Ridge. However in these distant views it would replace views of the F Route and W Route. The lower portions of pylons would generally be screened by intervening trees, particularly along Causeway. Easterly views would have both the F Route and W Route, supported by lattice pylons, removed from views with more oblique views of the proposed 400kV overhead line, supported by T-pylons. Distant southerly views would include the CSEPP above properties on West End Lane. The heavier gauge steel used to construct the CSEPP would make it more prominent in the distant view than the suspension pylon it would replace. However this would be a small and distant element of the view. Although the proposed 400kV overhead line would be introduced into the near distance in northerly and north easterly views the effect would be offset by the removal of the F Route from almost directly passing over the PRoW. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Minor beneficial	Minor beneficial	D1.60	N/A
D1.F48	PRoW	PRoW LA13/44 between Causeway and North Lane, Nailsea	High	Local	Medium	390m	Open views across Nailsea Moor to Tickenham Ridge and to properties on the edge of Nailsea. Views along the F Route to the southwest and northwest. Prow passes under the F Route and W Route with the W Route visible oversailing properties. Views obscured in places where PRoW passes adjacent property gardens near North Lane due to built form and trees.	During construction: Low adverse In the short term at-height works associated with the construction of the proposed 400kV overhead line would be visible to the north across Nailsea Moor. The CSEPP and the re-tensioning of the conductors between pylon W35 and the CSEPP would be partly visible to the south. The F Route and W Route removal would be visible close to receptors and the PRoW would be managed during works where receptors would pass under the F Route and W Route. Views would extend along the removal works along Parish Brook and south towards West End. Works at ground level would be partially obscured from view by intervening vegetation and structures. Construction vehicle movements on the haul route through Battens Farm may be evident. During operation: Low adverse The F Route and part of the W Route, supported by lattice pylons, would be removed. The proposed 400kV overhead line, supported by T-pylons, would be introduced further to the north crossing Nailsea Moor with views along the proposed 400kV overhead line to the northeast, southwest and north. There would be some backgrounding by Tickenham Ridge but the 400kV overhead line would protrude above. The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. The heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would make it marginally more prominent in the view than the suspension pylon it would replace. The Proposed Development would result in a low adverse magnitude of effect in views from this receptor. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F49	PRoW	Network of PRoW on the western edge of Nailsea between Engine Lane and West End Lane, including LA13/5, LA13/6 and LA13/4	High	Local	Medium	10m	PRoW LA13/5 at rugby club. Open views across rugby pitch with W Route in foreground and rugby pitch floodlights. View across hill at West End down to Nailsea Moor and Tickenham Ridge in distance with top of F Route visible in distance above hill and backgrounded by Tickenham Ridge and pylons visible on top of ridge. PRoW crosses fields and passes under W Route with field hedges obscuring views in places. F Route and W Route are visible above trees at top of Tickenham Ridge. At top of hill views become more open along PRoW and over field boundary wall. Views east to W Route in middle distance across fields and north down to Nailsea Moor with F Route crossing moor and visible above trees and landform. F Route and W Route are also visible above trees at top of Tickenham Ridge in distant views. PRoW LA13/4 (footpath and bridleway) runs along the north side of Gaulacre Cottage with dry stone wall and hedges to either side. Mature trees filter views out across the undulating agricultural land with farm buildings and stables in the view. Tickenham Ridge provides the distant backdrop. The W Route crosses the view. The PRoW continues westwards, passing just to the south of W Route pylon W36.	During construction: Moderate adverse In the short term works associated with the construction of the CSEPP and the removal of the W Route would be visible from this receptor. Underground cable work would also be visible and would comprise the removal of existing vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. The proposed compound and laydown area would be visible as would the two haul routes to north and south. The PRoW would remain open and would be managed during construction works. During operation: Low beneficial The W Route, supported by lattice pylons, removed across most of view and where it passes over PRoW LA13/5. F Route, supported by lattice pylons, removed from views towards Nailsea Moor and on Tickenham Ridge. The proposed 400kV overhead line, supported by T-pylons, introduced further away north across Nailsea Moor and on Tickenham Ridge in distant views. The CSEPP would be visible and partly viewed against the sky. The heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would make it more visible than the suspension pylon it would replace. Initially the reinstated and reseeded underground cable swathe and laydown area would be visible, along with replanted hedgerow field boundaries in the short and medium-term. The W Route would be removed from views resulting in a beneficial visual effect but the heavier platform pylon would be close to receptors resulting in an adverse effect for a section of the PRoW closest to the pylon. Overall the Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. After 15 years: Low beneficial Long term views of the underground cable swathe 15 years after completion would be similar to those experienced in the baseline condition as established grass and hedgerows would render the swathe indistinguishable. Replacement tree and hedgerow planting would have matured and would effectively screen the 9m high platform except when in very close proximity. The resulting magnitude of effect is considered to be low and beneficial due to the removal of the W Route from views.	Moderate adverse	Minor beneficial	Minor beneficial	D1.56, D1.57, D1.58 and D1.85	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F50	PRoW	PRoW LA13/1 and LA16/18 along Parish Brook between Causeway and Clevedon Road and PRoW LA13/10 from Causeway View to Heath Farm, part of the Nailsea Round	High	Local	Medium	0m	Along most of the PRoW as it follows Parish Brook views are open across fields to Tickenham Ridge and mature trees along Parish Brook. The F Route and W Route are visible with the base of pylons backgrounded by properties in Nailsea. The PRoWs passes under both the F Route and W Route and receptors using the PRoW experience north easterly views along both the F Route and W Route to Stone-edge Batch. South westerly views are also possible along the F Route and W Route towards Nailsea. There are open views across Nailsea Moor to Tickenham Church. Distant south westerly views are possible across Nailsea Moor. Views south and southwest towards Nailsea are heavily filtered by trees along the brook and hedges. North easterly views are of both the F Route and W Route running towards Stone-edge Batch with 2 pylons visible on higher ground. All pylons in north east view crossing the moor are backgrounded by Tickenham Ridge. In south westerly views the F Route and W Route are largely obscured by mature trees along Parish Brook, playing fields and a farm.	During construction: Moderate adverse PRoW management would be undertaken during construction works to maintain access along the PRoWs. PRoWs LA13/8, LA13/9 and part of LA13/1 would be closed temporarily during construction works and a temporary diversion would be put in place along Causeway View, between Causeway and PRoW LA13/10. In the short-term there would be open northerly views towards the construction of the proposed 400kV overhead line and work around the HDD connection under Parish Brook. Southerly views of this operation would be more filtered than northerly views. There would also be partially filtered southerly views of removal of the F Route and W Route although filtering would reduce the visibility of this activity in the view. Temporary scaffolding would be visible along short sections of the PRoW where the route passes underneath the F Route and W Route near Heath Farm. In places at the western end of the PRoW there would be filtered views towards the construction compound on the edge of Nailsea. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term northerly views would be altered with the introduction of the proposed 400kV overhead line across Nailsea Moor, supported by T-pylons. The solid central column of the T-pylons would reduce the degree of backgrounding by Tickenham Ridge. Views would be possible along the proposed 400kV overhead line to the southwest and northeast and in northerly views to Tickenham Church and up Tickenham Ridge. The swathe of the underground cables construction would be barely distinguishable. The W Route and F Route would be removed from filtered southerly views and from where the PRoWs pass under these routes. Along the northern most sections of the PRoW the F Route and W Route, supported by lattice pylons, would be removed from passing over or being in close proximity to the PRoW. The proposed 400kV overhead line, supported by T-pylons, would be introduced further to the west but would be visible above trees and as it extends north to Tickenham Ridge. Along PRoW LA13/10 both the F and W Routes would be removed from passing over the PRoW and replaced by the proposed 400kV overhead line further to the north. Mature trees along Parish Brook would provide filtering of the new 400kV overhead line. Given the length of the PRoWs where the proposed 400kV overhead line would appear closer than the F Route and W Route (which would be removed from generally filtered views) and be introduced into northerly views that do not presently have overhead lines in them the effect would be moderate adverse. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.67	VPD14
D1.F51	PRoW	PRoW LA16/21 between Church Lane and Stone-edge Batch and PRoWs LA16/17, LA16/18 and LA16/19 south of Stone-edge Batch	High	Local	Medium	0m	Open views across Nailsea Moor towards Nailsea to the south, Tickenham Church to the west and Stone-edge Batch to the east. The F and W Routes are visible across the extent of view above intervening trees and high ground of Cleeve Ridge in the distance. Both the F Route and W Route pass over the eastern section of the PRoW near Stone-edge Batch. At Stone-edge Batch at the eastern end of the PRoW LA16/21 the PRoWs LA16/17, LA16/18 and LA16/19 are on higher ground enabling panoramic views looking down along the F Route and W Route across Nailsea Moor to the southwest. The church spire in Nailsea is a feature of the view with high ground at the Cleeve Ridge visible beyond.	During construction: Moderate adverse The PRoWs would be managed during construction works to retain access along these routes. In the short-term there would be open views of the HDD connection to cross Parish Brook to the immediate south of the PRoW LA16/21 including construction machinery, the haul road, bell mouths and trenching, as well as more distant glimpses of the construction compound off Washing Pound Lane in north westerly views. Open views of the construction of the proposed 400kV overhead line, supported by T-pylons, would be possible in southerly and easterly views including haul roads and construction machinery using the routes as well as temporary at-height working to construct the pylons. Beyond this the temporary at-height working to remove the F and W Routes would be visible. This would be visible across Nailsea Moor and extend to Stone-edge Batch. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the proposed 400kV overhead line, supported by T-pylons, would be closer in the view than the F Route and W Route removed. The proposed 400kV overhead line would be visible extending across Nailsea Moor and towards Stone-edge Batch and onto higher ground of Tickenham Ridge to the north east. The T-pylons solid central column would reduce the degree of backgrounding and its increased height would be visible over a greater extent in long distance views, when compared to the lattice pylons removed on the F Route and W Route. The proposed 400kV overhead line would pass over the PRoW slightly further west than it is crossed by the F Route and W Route. Given the open nature of the view and the closer proximity of the proposed 400kV overhead line the magnitude of effect would be moderate adverse. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.70 and D1.71	VPD17

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F52	PRoW	PRoW LA13/11 between Miltons Farm, Pound Lane and Stone-edge Batch	High	Local	Medium	245m	On level ground across Nailsea Moor views are across the moors to the southwest towards Tickenham Church. The F Route and W Route are visible in the near distance crossing the moor and extending onto higher ground at Stone-edge Batch. Towards Miltons Farm, views are heavily filtered along a track by a large hedgerow.	During construction: Low adverse In the short-term there would be open and near distance views across Nailsea Moor of the construction of the proposed 400kV overhead line and 132kV underground cables route beyond. Removal of the F and W Routes would also be visible. In the distance to the underground cables route. Views would be heavily filtered by hedgerow along much of the route but more open to the north. Given the short duration of the work the magnitude of effect would be low adverse. During operation: Low Adverse Views would be heavily filtered along most of the route and would become more open at the northern end. In the short and medium-term the F and W Routes would be removed from views but replaced by the proposed 400kV overhead line which would be visible crossing Nailsea Moor and extending up Tickenham Ridge. The solid central column of the T-pylons would reduce the degree of backgrounding to pylons by Tickenham Ridge. The magnitude of effect would be low adverse. After 15 years: Low Adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F53	PRoW	PRoW network LA16/22, LA16/23 and LA16/24. Also part of Nailsea Round Loop Walk 4	High	Local	Medium	300m	Along most of this PRoW network there are open and panoramic southerly views across Tickenham Moor and Nailsea Moor with the Mendip Hills and Cleveve Ridge in the distance. The F and W Routes are visible in the distance across Nailsea Moor and backgrounded by landform. The F Route and W Route are most notable at the eastern end of PRoWs. Along the eastern section of PRoW LA16/24 there are views of the F Route and W Route as they extend onto Tickenham Ridge, on high ground at Stone-edge Batch, with the pylons close together.	During construction: Low adverse In the short-term there would be views of the construction of the proposed 400kV overhead line across Nailsea Moor including ground level working in some places. The removal of the F and W Routes would be more distant and glimpsed beyond this activity and limited to temporary at-height working. Along the eastern most sections of LA16/22 and 24 there would be views of the 132kV underground cables works, including HDD works, with filtered views of the construction compound. Given the short duration of the works and the distance or degree of filtering the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term southerly views would include the proposed 400kV overhead line, supported by T-pylons, across Nailsea Moor. It would be closer to the PRoW network than the F and W Routes which would be removed. The solid central column and the greater height of the T-pylons would make them more visible than the F Route and W Route removed, as they extend across Nailsea Moor towards Kenn Moor. However given the distance and filtering by some intervening trees the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.72, D1.73 and D1.81	VPD16 and VPD23
D1.F54	PRoW	PRoW LA20/1 extending south from Stone-edge Batch to the edge of Nailsea. Part of Nailsea Round Loop Walk 3 and 4	High	Local	Medium	540m	Users of the PRoW have westerly views across Clevedon Road and properties along it towards farmland to the immediate south of Stone-edge Batch to the north and Nailsea to the south. The F and W Routes are visible above farmland although only a short extent of each is visible before intervening trees and built form screen the remainder of the routes. Backgrounding by Tickenham Ridge reduces the visibility of the F Route and W Route as they extend onto high ground north of Stone-edge Batch.	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to construct the proposed 400kV overhead line and remove the F and W Routes, although this would only be across a small extent of the view. Glimpses of work along the proposed 400kV overhead line as it crosses Tickenham Ridge would also be discernible along some sections of the PRoW. Given the distance and extent of view work would occupy the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F and W Routes would be removed and replaced by the proposed 400kV overhead line along a similar but slightly more distant alignment. The taller height of the 400kV T-pylons and their solid central column, reducing the degree of backgrounding, would make the proposed 400kV overhead line more visible than the F Route and W Route reduced particularly where it passes to the west of Stone-edge Batch. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.75	N/A
D1.F55	Public Right of Way	PRoW LA20/7, part of Nailsea Round Loop Walk 4	High	Local	Medium	680m	At the western end near Clevedon Road there are views from the road bridge crossing looking west towards Tickenham Church and over properties in the immediate foreground. The F Route and W Route are visible in the distance above the properties. Further east along the PRoW views of the top of the F Route and W Route become more filtered and screened due to mature field boundary vegetation with a lesser extent visible the further east receptors are.	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to construct the proposed 400kV overhead line and remove the F and W Routes, although this would only be across a small extent of the view. Glimpses of work along the proposed 400kV overhead line as it crosses Tickenham Ridge would also be discernible along some sections of the PRoW. Given the distance and extent of view work would occupy the magnitude of effect would be low adverse. During operation: Low adverse W and F Routes removed from the view. The proposed 400kV overhead line, supported by T-pylons, introduced along similar alignment to those removed. T-pylons would be more visible above properties due to greater height. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.75 and D1.76	N/A
D1.F56		PRoW LA20/2 extending south from Clevedon Road through Towerhead Wood and continuing south to Riverway in Nailsea	High	Local	Medium	445m	To the south of Towerhouse Wood users of the PRoW experience westerly views across pastoral farmland and beyond properties on Clevedon Road towards Nailsea Moor. The F and W Routes are visible as they extend north from Nailsea to Stone-edge Batch. The F Route and W Route are generally not visible beyond Stone-edge Batch due to filtering and screening by intervening trees and buildings.	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to construct the proposed 400kV overhead line and remove the F and W Routes although this would only be across a small extent of the view. Glimpses of work along the proposed 400kV overhead line as it crosses Tickenham Ridge would also be discernible along southerly sections of the PRoW. Given the distance and extent of view work would occupy the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F and W Routes would be removed and replaced by the proposed 400kV overhead line along a similar but slightly more distant alignment. The taller T-pylons on the proposed 400kV overhead line, and their solid central column, would reduce the degree of backgrounding and be more visible than the F Route and W Route removed, particularly where it passes to the west of Stone edge Batch and onto Tickenham Ridge. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.78	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F57		PRoW LA20/3 extending south from Birdcombe Court Farm to LA20/7	High	Local	Medium	725m	Receptors using this PRoW experiences similar views across pastoral farmland as LA20/2 (D1.F56). Westerly views are across pastoral farmland and beyond properties on Clevedon Road towards Nailsea Moor. The F and W Routes are visible as they extend north from Nailsea to Stone-edge Batch. The F and W Routes are generally not visible beyond Stone-edge Batch due to filtering by intervening trees and buildings.	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to construct the proposed 400kV overhead line and to remove the F and W Routes although this would only be across a small extent of the view. Glimpses of work along the proposed 400kV overhead line as it crosses Tickenham Ridge would also be discernible along southerly sections of the PRoW. Given the distance and extent of view work would occupy the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F and W Routes would be removed and replaced by the proposed 400kV overhead line along a similar but slightly more distant alignment. The taller height of the proposed 400kV overhead line T-pylons and their solid central column, reducing the degree of backgrounding, would make the proposed 400kV overhead line more visible than the F Route and W Route removed particularly where it passes to the west of Stone-edge-Batch and onto Tickenham Ridge. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.79	N/A
D1.F58		PRoW LA20/27 and LA20/28 extending east from Birdcombe Court Farm to Towerhouse Lane	High	Local	Medium	785m	Along most of PRoW LA20/28 westerly views are screened by farm buildings at Birdcombe Court Farm. Along the southern part of PRoW LA20/27 views are similar to receptors D1.F56 and 57 and are across pastoral farmland and beyond properties on Clevedon Road towards Nailsea Moor. The F and W Routes are visible as they extend north from Nailsea to Stone-edge Batch. The F Route and W Route are generally not visible beyond Stone-edge Batch due to filtering by intervening trees and buildings.	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to construct the proposed 400kV overhead line and remove the F and W Routes although this would only be possible along the southern most part of the PRoW LA20/27. Given the distance and extent of view work would occupy the magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the F and W Routes would be removed and replaced by the proposed 400kV overhead line along a similar but slightly more distant alignment. The taller height of the proposed 400kV overhead line T-pylons and their solid central column would make the proposed 400kV overhead line more visible than the F Route and W Route removed. The magnitude of effect would be low adverse. After 15 years: Low Adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.F59	PRoW	PRoW LA13/2 between West End and Netherton Wood Lane, Nailsea	High	Local	Medium	196m	The PRoW crosses open, undulating countryside with hedgerows and hedgerow trees defining field boundaries. There are open views to the north and south with the W Route visible. The PRoW passes beneath the W Route just to the south of pylon W37 at Battens Farm.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between pylon W35 and the CSEPP would be partly visible. Works at ground level would be partially obscured from view due to intervening vegetation and structures, as would the underground cables route work. Construction traffic would be evident using the construction haul road which is closely aligned with the eastern section of this PRoW. During operation: Low adverse The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. The heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would make it marginally more visible in the view than the suspension tower it would replace. The reinstated construction haul road and replanted hedgerow field boundaries would be partially visible in the short and medium term. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion. Replacement hedgerow planting would have matured and stock-proof fencing protecting hedgerows would not be visible.	Minor adverse	Minor adverse	Negligible	D1.54	N/A
D1.F60		PRoW LA13/3 between Netherton Wood Lane (west of South Common Farm) to Battens Farm	High	Local	Medium	275m	The PRoW crosses open, undulating countryside with hedgerows and hedgerow trees defining field boundaries. There are open views in all directions with the W Route visible to the west. The PRow meets PRoW LA13/2 receptor D1.F59 to the west of pylon W37 at Battens Farm.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between pylon W35 and the CSEPP would be partly visible in the distance. Works at ground level would be obscured from views due to intervening vegetation and structures, as would the 132kV underground cables route works. Construction traffic would be evident using the haul road which is in close proximity at the northern end of this receptor. During operation: Negligible The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. The heavier gauge steel used to construct the CSEPP and the platform would be barely perceptible at this distance. The reinstated construction haul road and replanted hedgerow field boundaries would be partially visible in the short and medium-term. The Proposed Development would result in a negligible magnitude of effect from this receptor. After 15 years: Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion. Replacement hedgerow planting would have matured and stock-proof fencing protecting hedgerows would not be visible.	Minor adverse	Negligible	Negligible	N/A	N/A
D1.F61		PRoW LA13/24 between Chelvey Road and Youngwood Lane just above the north bank of the River Kenn	High	Local	Medium	975m	The PRoW crosses agricultural land that slopes down and away from the Proposed Development. There are distant and partial views of the W Route to the northwest.	During construction: Negligible In the short-term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between pylon W35 and the CSEPP would be barely visible in the distance. Works at ground level would be obscured from view due to intervening topography and vegetation, as would all 132kV underground cable route works and construction traffic. During operation: Negligible The upper sections of the CSEPP would be partially visible against the sky, with lower sections screened by intervening topography and vegetation. The heavier gauge steel used to construct the CSEPP and the platform would be barely perceptible at this distance. The Proposed Development would result in a negligible magnitude of effect from this receptor. After 15 years: Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion.	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Rights of Way (PRoW) within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.F62	PRoW	PRoW LA13/20 within and through housing estate and alongside area of public open space in Nailsea (see receptor D1.POS1)	High	Local	Medium	580m	PRoW within housing estate on moderately elevated land allowing glimpsed, long distance views between houses out across Nailsea Moor and towards Tickenham Ridge in a westerly direction. Glimpses of the W Route pylons and conductors are evident, seen between foreground rooftops and trees.	During construction: Low adverse In the short-term, glimpsed views of at-height works associated with the dismantling of the W Route would be available in the middle distance. Works at ground level would be obscured from views due to intervening structures and vegetation. The 132kV underground cables route works would be screened from the view due to intervening structures and vegetation. During operation: Low beneficial Two spans of the W Route would be removed from glimpsed views resulting in a beneficial effect. The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. Due to distance, the heavier gauge steel used to construct the CSEPP and the platform a third of the way up the tower would not be evident. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low beneficial Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Sports Pitches within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.SP1	Sports Club	Nailsea and Blackwell R.F.C	Low	Local	Low	400m	W Route runs directly through the car park of the club with a pylon in the car park. Front views north look towards Tickenham Ridge F and W Route visible, F Route pylons have the base screened by properties on West End Lane. Side views west look out over West End Lane and towards Nailsea Moor with both F and W Route visible.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the removal of the W Route would be visible. Works at ground level would be partly obscured from view due to intervening vegetation. 132kV underground cable work would be visible including removal of small sections of hedgerow across the swathe, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. The proposed compound and laydown area would be partially visible, filtered in the view by intervening hedgerow and trees. Distant and partial views of at-height works in relation to the removal of the F Route and construction of the proposed 400kV overhead line would be possible in west and north westerly views. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. Due to receptor sensitivity being low and the proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low Beneficial 3 spans of the W Route would be removed from front and side views and a pylon removed from the car park. The CSEPP would be partially visible, viewed against the sky but filtered by intervening vegetation. The heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would make it slightly more visible than the suspension pylon it would replace. Initially the reinstated and reseeded underground cable swathe would be visible, along with replanted hedgerow field boundaries in the short and medium term. The F Route would be removed from views to the west and northwest and the proposed 400kV overhead line would be visible on a similar alignment but further away across Nailsea Moor. The W Route would be removed from close proximity views resulting in a beneficial visual effect. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the low sensitivity of the receptor and proportion of the view this would occupy the magnitude of effect on views would be low beneficial. After 15 years: Low Beneficial Long-term views of the 132kV underground cables swathe 15 years after completion would be similar to those anticipated on completion, and following the establishment of grassland and replacement hedgerow in the short and medium-term.	Minor adverse	Minor beneficial	Minor beneficial	D1.58	N/A
D1.SP2	Playing Field and Pavilion	Playing field and pavilion on edge of Nailsea settlement looking north towards Tickenham Ridge and with residential road to the south. Playing field on northern edge of settlement.	Low	Local	Low	100m	From within the playing field looking north the W Route is through the grounds (adjacent to the pitch itself) with the pavilion looking directly towards a pylon. The W Route runs to the south of the pitch along Causeway with trees providing backgrounding to the pylon.	During construction: Low adverse In the short-term ground level and at-height works associated with the removal of the F and W Routes and the construction of the proposed 400kV overhead line would be visible. The 132kV underground cable work would be visible and would comprise the removal of a short section of hedgerow and a small number of trees to the western field boundary, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. There would be a low alteration to the existing view and a moderate proportion of the view would be affected. Due to receptor sensitivity being low and the proportion of the view this would occupy for a short time the magnitude of effect would be low adverse. During operation: Low beneficial The W Route would be removed from close proximity views to the south. The F Route would be removed from views to the north and the proposed 400kV overhead line supported by T-pylons would be visible on a similar alignment but further north across Nailsea Moor. The proposed 400kV T-pylons would be taller than the F Route pylons removed. Mature trees along Parish Brook will provide some screening to the base of the T-pylons and there would be an overall reduction in the number of pylons visible. Initially the reinstated and reseeded underground cable swathe would be visible, along with replanted hedgerow field boundaries in the short and medium term. The Proposed Development would result in a low beneficial magnitude of effect in views from this receptor. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the low sensitivity of the receptor and proportion of the view this would occupy the magnitude of effect on views would be low beneficial. After 15 years: Low beneficial Established grass and hedgerows would render the cable swathe indistinguishable. In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Public Open Space within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.POS1	Public Open Space	Public open space and play area off Hannah Moore Road in Nailsea and footpath connecting to Engine Lane	High	Local	Medium	460m	From the public open space and play area views west are screened by boundary trees and vegetation. Views north are screened by warehouses on Blackfriars Road and views south are screened by properties adjacent. Along the footpath connecting to Engine Lane receptors have heavily filtered views towards Engine Lane with the W Route barely perceptible through trees.	During construction: Negligible In the short-term there would be no change in views from the public open space and play area due to surrounding trees and built form. On the western part of the footpath towards Engine Lane heavily filtered glimpsed views of at-height works associated with the W Route removal would be available in the middle distance but would be barely perceptible. Works at ground level and the 132kV underground cables route works would be obscured from views due to intervening trees and vegetation. In the short-term there would be no change from the public open space and play area. From the western section of the footpath towards Engine Lane receptor views would have a very low alteration to the existing view and a very small proportion of the view would be affected resulting in a negligible magnitude of effect on views. During operation: Negligible In the short and medium-term there would be no change in views from the public open space and play area due to screening from trees and buildings. On the western section of the footpath connecting to Engine Lane the W Route would be removed from glimpsed views but this would be barely perceptible. The 132kV underground cables swathe would not be visible due to tree and hedgerow screening. This would form a very low alteration to the existing view from the footpath in the short and medium-term with a very small proportion of the view affected. The scale of change from the existing footpath view would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.58	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H1	Eastermead Farm, pylonhead Road (two storey property)	High	Local	Medium	760m	Property receptors have views from a 2nd storey side elevation window looking directly east. There are also north easterly oblique views from rear elevation ground floor and upper storey windows. The views are across pastoral farmland interspersed with frequent hedgerows and trees towards high ground at Cleeve Ridge. The F Route is barely perceptible either by filtering by intervening trees or backgrounding by Cleeve Ridge. The AT Route is also barely perceptible above intervening trees.	During construction: Negligible In the short-term there would be occasional glimpses of temporary at-height working to construct the new 400kV overhead line and proposed AT Route connection would be discernible but would form a small and distant element of the view. Ground-level working to construct the underground cables route would generally be screened by intervening trees. Glimpses of temporary at-height working to remove the F Route and a short section of AT Route would be just visible in the distance. During operation: Negligible In the short and medium-term the F route would be removed from views. The proposed AT Route connection and new 400kV overhead line would be discernible between intervening trees but would form a small and barely perceptible element of the view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H2	Police House on pylonhead Road with 2nd storey side elevation windows with easterly views and oblique north easterly views possible from rear elevation ground and upper storey windows.	High	Local	Medium	770m	Property has open views from upper storey rear elevation windows and partially filtered northerly views from ground floor windows. There are also open easterly views from upper storey side windows. The view is panoramic across pastoral farmland interspersed with frequent hedgerows and trees. To the east the backdrop is formed by Cleeve Ridge. The F Route is barely perceptible either by filtering by intervening trees or backgrounding by Cleeve Ridge. The AT Route is also barely perceptible above intervening trees.	During construction: Negligible In the short-term there would be occasional glimpses of temporary at-height working to construct the new 400kV overhead line and proposed AT Route connection would be discernible but would form a small and distant element of the view. Ground-level working to construct the underground cables route would generally be screened by intervening trees. Glimpses of temporary at-height working to remove the F Route and a short section of AT Route would be just visible in the distance. During operation: Negligible In the short and medium-term the F route would be removed from views. The proposed AT Route connection and new 400kV overhead line would be discernible between intervening trees but would form a small and barely perceptible element of the view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H3	Cathwithy Cottage, 7 pylonhead Farm and pylonbrook Farm on pylonhead Road (2 storey properties)	Medium	Local	Medium	320m	Receptors experience easterly views from upper storey windows across pastoral farmland towards properties on pylonhead Road. Beyond the properties there are occasional glimpses of the F Route. Northerly views are partially screened by intervening farm buildings but from some upper storey windows there are panoramic views across pastoral farmland interspersed with frequent hedgerows and trees. To the east the backdrop is formed by Cleeve Ridge. The F Route is barely perceptible either by filtering by intervening trees or backgrounding by Cleeve Ridge. The AT Route is also barely perceptible above intervening trees. From upper storey windows of the property bordering pylonhead Road there are glimpses of the F Route as it passes between Banwell Hill and Sandford Hill.	During construction: Low adverse In the short-term there would be temporary glimpses of ground-level working to construct the 400kV underground cables route in between trees and the construction compound which would be beyond the adjacent properties on pylonhead Road. Occasional glimpses of temporary at-height working to construct the new 400kV overhead line and proposed AT Route connection would be discernible but would form a small and distant element of the view. Temporary glimpses of at-height working to remove the F Route and a short section of AT Route would be visible to the northeast. Glimpsed southerly views of the removal of the F Route and the underground cables connection would be possible from upper storey windows of the property adjacent to pylonhead Road although this would be seen beyond intervening buildings. During operation: Low beneficial In the short and medium-term the F Route would be removed from north westerly views (and for one property southerly views), this would also include the angle pylon and connection with the N Route and more distantly the removal of a short section of AT Route (although this would be barely perceptible). The proposed AT Route connection and 400kV overhead line and the top of terminal pylons at Sandford Substation would be perceptible but as they are more distant the removal of the F Route would be a more noticeable change. This would give rise to low levels of benefit to visual amenity. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
D1.H4	Group of residential properties on pylonhead Road	Low	Local	Low	85m	Receptors experience easterly views across pastoral farmland along a shallow river valley towards properties on Mead Lane. The F Route is visible as it crosses pylonhead Road and passes along the river valley. For some properties northerly views are partially screened by intervening buildings and garden trees but from some windows there are panoramic views across pastoral farmland interspersed with frequent hedgerows and trees. To the east the backdrop is formed by Cleeve Ridge. The F Route is barely perceptible either by filtering by intervening trees or backgrounding by Cleeve Ridge. The AT Route is also barely perceptible above intervening trees. Properties also have southerly views, partially filtered by garden trees towards the wooded slopes of Banwell Hill, the F Route is visible passing to the east of the hill in oblique views.	During construction: Moderate adverse During construction, for a short duration of time, there would be open easterly views of the site compound comprising cabins, vehicles, machinery and storage of materials immediately to the east of the properties. The 400kV underground cables trenches, haul road and construction machinery would also be visible although partially filtered by trees to the north and south of the properties. Southerly views would be more filtered by garden and road side hedgerows and trees. In addition there would be views of the removal of the F Route and glimpses of temporary at height working to construct the AT Route connection and proposed 400kV overhead line. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from north westerly views (and for one property southerly views), this would also include the angle pylon and connection with the N Route and more distantly the removal of a short section of AT Route (although this would be barely perceptible). The proposed AT Route connection and 400kV overhead line and the top of terminal pylons at Sandford Substation would be perceptible but as they are more distant the removal of the F Route would be a more noticeable change. This would give rise to low levels of benefit to visual amenity. The underground cables connection would quickly re-establish to grass and be barely perceptible. If constructed the permanent bridge crossing over pylonhead Brook would be discernible but would be a small change to the view. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Minor beneficial	Minor beneficial	D1.1	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H5	Residential properties on Mead Lane (2 storey detached & bungalow)	High & Medium	Local	Medium	100m	Receptors in properties have front upper storey oblique northerly views over dense hedgerow along Mead Lane. Views comprise the N Route which is partly obscured by Mead Farm. Properties often have low boundary shrubs and trees enabling open rear views southwest across pylonhead Valley with the Mendip Hills prominent in the background. The F Route is visible crossing the adjacent field. Some properties have direct views of pylons others the pylons are more oblique but still have direct views of conductors. Receptors in bungalows on the southern end of Mead Lane (east side) have rear oblique view towards the N Route. However some properties rear views are screened by trees along the Strawberry Line disused railway. Views from front windows are of properties on the opposite side of Mead Lane with occasional glimpses of the F Route and Mendip Hills between properties.	During construction: Moderate adverse In the short-term properties on the western side of Mead Lane would experience open near distance views from rear windows of construction activity to install the proposed 400kV underground cables connection and to remove the F Route. Views would comprise cable trenches and access track across fields, construction machinery, temporary cranes, site compound and work to cross pylonhead Brook either by HDD or cable ducts within adjacent fields. Construction work for a temporary and permanent bridge crossing (if constructed) and tree removal would also be visible. Although construction operations are only temporary given the degree of construction activity across fields and the proximity of the properties this would give rise to a high adverse magnitude of effect. Views from front elevation windows of properties on the western side of Mead Lane and properties on the eastern side would comprise temporary glimpses of cranes and at-height working to remove a short section of N Route including a temporary pylon diversion and oblique views of removal of a section of F Route and construction of terminal pylons at Sandford Substation. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low beneficial In the short and medium-term the F Route would be removed from near distance direct rear elevation views for properties on the western side of Mead Lane. Tree removal along pylonhead Brook and a new bridge crossing (if constructed) would be visible from some properties but would form a small change compared to the removal of the F Route. The ground along the route of the 400kV underground cables would quickly establish making the line of the cables indistinguishable from surrounding fields. Given the proximity of the F Route in the adjacent field, the magnitude of effect would be low beneficial. Front elevation views and views from properties on the eastern side of Mead Lane would alter with the removal of oblique views of a short section of N Route and removal of the F Route. Sandford Substation would generally be screened by intervening trees although views from upper storey windows of the top of the terminal pylon would be possible. However, this would be further away and a less perceptible change than the N Route pylons that would be removed. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion although where properties have views of the bridge crossing at pylonhead Brook mitigation tree planting would be establishing to reduce its visibility.	Moderate adverse	Minor beneficial	Minor beneficial	C1.65 and D1.2	N/A
D1.H6	Mead Farm and two storey property at the northern end of Mead Lane, Sandford	High	Local	Medium	55m	Mead Farm has ground and upper storey northerly views towards the N Route and an oblique view towards its connection with the F Route and oblique views along the F Route. The two storey property has similar northerly views from side elevation windows with a direct and near distance view of the pylon connecting the F and N Routes. This property also has open rear views southwest across pylonhead Valley with the Mendip Hills in the background. The F Route is visible crossing the adjacent field and pylons are visible in oblique views.	During construction: Moderate adverse In the short-term the two storey property at the northern end of Mead Lane would experience open near distance views from rear windows of construction activity to install the proposed 400kV underground cables connection and remove the F Route. Views would comprise cable trenches and access track across fields, construction machinery, temporary cranes, site compound and work to cross pylonhead Brook either by HDD or cable ducts within adjacent fields. Construction work for the temporary and permanent bridge crossing and tree removal would also be visible if constructed. Views from side elevation windows of this property and views from Mead Farm would comprise glimpses of temporary scaffolding across Mead Lane, temporary cranes and at-height working to remove a short section of N Route including a temporary pylon diversion, glimpsed views of a construction compound to the west of Drovevay Farm and oblique views of removal of a section of F Route and construction of terminal pylons at Sandford Substation. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate beneficial In the short and medium-term the F Route would be removed from near distance direct rear elevation views for the property at the northern end of Mead Lane including the adjacent connection pylon between the N and F Routes. Tree removal along pylonhead Brook and the new bridge crossing would be visible, if constructed, but would form a small change compared to the removal of the F Route. The ground along the route of the 400kV underground cables would quickly establish making the line of the cables indistinguishable from surrounding fields. Side elevation views and views from Mead Farm would alter with the removal of direct views of the N Route and more oblique views of the F Route. Sandford Substation would generally be screened by intervening trees although views from upper storey windows of the top of the terminal pylon would be possible. However, this would be further away and a less perceptible change than the F and N Route pylons that would be removed. Given the proximity of the F and N Routes in the adjacent field, and particularly for the property on the northern end of Mead Lane removal of the F Route and N Route in near views from rear and side elevation windows, the magnitude of effect would be moderate beneficial. After 15 years: Moderate beneficial In the long-term views of the Proposed Development would be the same as on completion although mitigation tree planting close to pylonhead Brook would reduce the visibility of the proposed bridge crossing at pylonhead Brook, if constructed.	Moderate adverse	Moderate beneficial	Moderate beneficial	D1.2	N/A
D1.H7	Residential properties on the north side of Station Road in Sandford, facing the road	Medium	Local	Medium	320m	Receptors in properties have filtered views from upper storey rear elevation windows of farm buildings and pastoral farmland and newly planted orchards beyond. The N Route is glimpsed above intervening trees. The F Route is discernible beyond the N Route in oblique views.	During construction: Low adverse In the short-term there would be glimpsed views above intervening farm buildings of temporary at-height working to remove a short section of N Route, remove the F Route, install a temporary pylon diversion to the south of the N Route and more distantly to construct the terminal pylons at Sandford Substation. The magnitude of effect would be no greater than low adverse. During operation: Low beneficial In the short and medium-term the N Route would be removed from direct views (above intervening farm buildings) and the F Route from more oblique views. As only the tops of pylons and conductors are visible in baseline views the magnitude of effect would be low beneficial. The top of the terminal pylons at Sandford Substation would be glimpsed but filtered by intervening trees and would be further away than the N Route and F Route removed making it a less perceptible change. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
D1.H8	Residential properties (2 storey) facing Station Road in Sandford	Medium	Local	Medium		Properties have filtered views from upper storey rear elevation windows of pastoral farmland and newly planted orchards beyond. The N Route is glimpsed above intervening trees. The F Route is discernible beyond the N Route in oblique views.	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to remove a short section of N Route, remove the F Route, install a temporary pylon diversion to the south of the N Route and more distantly to construct the terminal pylons at Sandford Substation. The magnitude of effect would be no greater than low adverse. During operation: Low beneficial In the short and medium-term the N Route would be removed from direct views and the F Route from more oblique views. As only the tops of pylons and conductors are visible in baseline views the magnitude of effect would be low beneficial. The top of the terminal pylons at Sandford Substation would be glimpsed but filtered by intervening trees and would be further away than the N Route and F Route removed making it a less perceptible change. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H9	Residential properties on Nye Road adjacent Thatcher's Cider	Medium	Local	Medium	310m	3 Storey property with north westerly views from rear storey windows across orchards with glimpsed views of the N Route above intervening trees. From upper storey side elevation windows receptor views are across farm buildings with the F Route and the N Route connection visible above intervening trees and buildings. Adjacent bungalow has no side view north. Views from rear storey windows are towards farming buildings which screens the N and F Routes.	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to construct the terminal pylons at Sandford Substation and oblique views of the temporary pylon diversion immediately south of the N Route and removal of the N Route. From side elevation windows glimpsed views of temporary at-height working to remove the F Route would be discernible. During operation: Low adverse In the short and medium-term the F Route would be removed from side elevation westerly views and part of the N Route from glimpsed oblique northerly views although the N Route would remain in direct views. The top of the terminal pylons at Sandford Substation would be visible above intervening trees although gantries and other infrastructure would be screened by intervening trees and buildings. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.3	N/A
D1.H10	Birchwood House a two storey property on the eastern side of Nye Road	High	Local	Medium	215m	Property has views from side elevation ground and upper storey windows across pastoral farmland. The N Route is visible above trees crossing farmland.	During construction: Low adverse In the short-term there would be glimpses of temporary at-height working to construct the new wood pole connection into Sandford Substation from the N Route. The wood pole overhead line would be screened by intervening trees and buildings although the new N Route steel lattice pylon construction would be visible. In addition glimpses of temporary at-height working to construct the terminal pylons at Sandford Substation would also be possible. During operation: Low adverse In the short and medium-term the oblique view would alter to include the new steel lattice pylon on the N Route which connects into Sandford Substation via a wood pole overhead line and the new terminal pylons at Sandford Substation. The N Route would remain visible crossing adjacent fields in direct views. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.4	N/A
D1.H11	Dorvic House on Nye Road (3 storey)	Medium	Local	Medium	200m	Northerly views are possible from side upper storey windows through the adjacent orchard and mature trees. From the lower storey the top of an N Route pylon is visible above trees in oblique views. From the 3rd storey the view is anticipated to extend over the orchard trees north of the property towards Droveaway and Bridge Farm.	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to install the temporary overhead line to the immediate south of the N Route and work to install the new 132kV pylon on the N Route and very obliquely to remove the N Route pylon and scaffolding across Nye Road. There would also be at-height working visible for the terminal pylon, and from 3rd floor windows gantries at Sandford Substation. Temporary at-height working to remove the F Route would also be discernible in the distance. Given the filtering by intervening trees and the temporary nature of the work the magnitude of effect would be low adverse. During operation: Low adverse The N Route pylons would be visible in oblique views and the top of the terminal pylon at Sandford Substation would be discernible although garden trees provide filtering and screening in the view. From 3rd storey windows there may be glimpses of the tops of gantries although these would be heavily filtered by intervening trees. There would also be filtered glimpsed views of the proposed 400kV overhead line extending north from Sandford Substation although landform changes at Droveaway Bridge in combination with existing trees would make the pylons barely perceptible in the view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion although mitigation tree planting to the south of Sandford Substation would provide some additional screening of the base of pylons and the gantries.	Minor adverse	Minor adverse	Minor adverse	D1.3 and D1.4	VPD20
D1.H12	The Oaks, Nye Road (bungalow)	High	Local	Medium	85m	Property has windows on the side elevation facing southeast which allows views across farmland with an orchard beyond. The F Route is visible above intervening trees and the Mendip Hills provides a backdrop beyond. The property also has rear windows experiencing northerly views towards barns at Droveaway Farm, the F Route may be glimpsed above farm buildings in oblique views but would occupy a small proportion of the view. The property also has southerly views towards orchards with the N Route visible crossing the adjacent field. The property has oblique views of the N Route pylon to the immediate east of Nye Road. There would also be oblique heavily filtered views of the F Route.	During construction: Low adverse In the short-term there would be oblique southerly views of work to install the temporary pylon diversion south of the N Route (the direct view would be of new conductors) and oblique views of the construction of the new pylon on the N Route and from side elevation windows glimpses of the wood pole connection from the N Route into Sandford Substation. Temporary scaffolding across Nye Road would also be visible. The property would also have glimpsed northerly views of temporary at-height working to construct terminal pylons within Sandford Substation. During operation: Low adverse In the short to medium-term the new pylon on the N Route would be visible in oblique southerly views as would a short section of wood pole overhead line extending into Sandford Substation. This new connection would also be visible in westerly views. Southerly views would also include the removal of the F Route from distant views although this change would be less notable than the new N Route connections into Sandford Substation. Northerly views would include the introduction of the top of the terminal pylons at Sandford Substation which would be visible above Droveaway Farm. Gantries and other infrastructure within the substation would be screened by farm buildings within Droveaway Farm. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.5	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H13	Droveyway Farm, Nye Road (2 storey property)	Medium	Local	Medium	95m	Front elevation of the property faces northwest and views are across property garden defined by tall boundary wall and glimpses of hedgerows and trees beyond. Upper storey front windows have views northwest beyond the garden and across a young orchard, towards the Sandford Substation site with some low level filtering by scrub and trees along the route of the dismantled railway. The F Route is visible in the middle distance in direct and oblique views.	During construction: Moderate adverse In the short-term there would be direct views of the construction of Sandford Substation beyond the property gardens including earth works, construction machinery, site compound and temporary at-height working to construct gantries and pylons. There would also be oblique views of the new wood pole connection from the N Route and at-height working to construct the proposed AT Route connection, supported by lattice pylons, and proposed 400kV overhead line, supported by T-pylons, to the north of the substation. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: High adverse In the short and medium-term Sandford Substation would be visible above and between hedgerow trees in direct views and the new wood pole connection to the N Route in oblique views. The new 400kV overhead line, supported by T-pylons, and proposed AT Route connection, supported by lattice pylons, would be visible beyond the substation. The F Route removed would be a barely perceptible change in the view. The Proposed Development would alter the view from pastoral fields with electrical infrastructure occupying a large proportion of the near view. Receptors would experience a high alteration to the existing view and the introduction of elements considered totally uncharacteristic in the view. The Proposed Development would be seen in close proximity with a large proportion of the view affected and there would be a great scale of change from the present situation resulting in a high adverse magnitude of effect in views. After 15 years: Moderate adverse Proposed planting of orchard and native trees would screen the lower levels of Sandford Substation and reduce the extent of the Proposed Development occupying the view. The new 400kV overhead line would be glimpsed but heavily filtered in views beyond the substation. The magnitude of change would reduce to moderate adverse.	Moderate adverse	Major adverse	Moderate adverse	D1.5	N/A
D1.H14	Nye Farm, Drove Way, Nye (two storey detached property with outbuildings)	Medium	Local	Medium	265m	Property has open easterly views from an upper storey side window across pastoral farmland interspersed with hedgerows and trees towards the F Route, including a pylon in direct views. The base of the pylon is partly screened by an intervening building east of the property. High ground at Clevee Ridge forms the backdrop to views and provides some backgrounding to the F Route. The rear ground and upper storey windows have southerly views filtered and partly screened by mature evergreen garden trees and trees along Drove Way. In some receptor views from the property there is a gap between trees which allows narrow channelled views across pastoral farmland interspersed with scrub, hedgerows and trees. High ground of the Mendip Hills forms the backdrop to the view. The F Route is visible in distant views, the base of pylons are backgrounded by high ground but occasionally pylons are visible on the skyline. The N Route is screened by intervening trees.	During construction: Moderate adverse In the short-term there would be near distance easterly views of the removal of the F Route including machinery using access points in adjacent fields, beyond this the construction of the proposed 400kV overhead line would be visible. In southerly views there would be glimpses of work to remove the F Route, construct the proposed AT Route connection and temporary at-height working to construct Sandford Substation. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term easterly views would alter to include the new 400kV overhead line, supported by T-pylons, which would be slightly further away from the property than the F Route removed, supported by lattice pylons, but would be a larger structure. The solid column would make it more visible and reduce the degree of backgrounding by high ground than the lattice structure of the F Route removed. Southerly views would include a narrow view channelled by garden trees towards the new AT Route connection, supported by lattice pylons, and part of the proposed 400kV overhead line, supported by T-pylons, extending north from Sandford Substation. In addition there would be a glimpsed view of the terminal pylons at the substation and the very tops of northerly gantries. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse Easterly views would remain similar to on completion. Proposed mitigation planting of orchard and native trees around Sanford Substation would screen lower levels of the substation, screening all but the tops of gantries and the terminal pylons in narrow southerly views. The new 400kV overhead line, supported by T-pylons, and the proposed AT Route connection, supported by lattice pylons, would be glimpsed but heavily filtered to the north of the substation. The magnitude of effect would remain moderate adverse.	Moderate adverse	Moderate adverse	Moderate adverse	D1.10 and D1.11	N/A
D1.H15	Nut Tree Farm, Drove Way, Nye (two storey detached property) - also PA Sloan Landscapes Ltd	High & Medium	Local	Medium	415m	The property has rear elevation windows with views across pastoral farmland towards high ground at Clevee Ridge. The F Route is visible across the extent of the view, pylons are backgrounded by high ground. Property also has oblique north easterly views towards the connection of the AT Route and F Route. Front lower and upper storey westerly views are generally open to the southwest (direct view) and west (oblique view). Garden and boundary trees provide some filtering and screening in front elevation views. Front property views comprise flat farmland and dense tree cover surrounding Rookery Farm East, beyond a landscaped garden. Southerly views are heavily filtered by garden trees and glimpses of farmland and the F Route beyond only possible in winter months.	During construction: Low adverse In the short-term there would be rear easterly views of the construction of the new 400kV overhead line and removal of the F Route including temporary cranes, construction machinery and access tracks. In south easterly views the construction of the proposed AT Route connection including temporary cranes would be visible. Trees around Rookery Farm East would reduce the proportion of the view occupied by this activity. There would be heavily filtered glimpsed southerly views towards construction activity along the F Route, new 400kV overhead line and proposed AT Route connection. Works at Sandford Substation would generally be heavily filtered by intervening trees but occasional glimpses of temporary at-height working may be possible. The magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed from rear views and replaced by the new 400kV overhead line, supported by T-pylons, on an alignment further to the east. The new 400kV pylons would be further away in property views than the F Route but would be larger structures. The T-pylons solid column would make it more visible and reduce the degree of backgrounding by high ground at Clevee Ridge than the lattice structure of the F Route removed. In southern and westerly views the proposed AT Route connection, supported by lattice pylons, would be visible above trees around Rookery Farm East and would be visible across the extent of the view. Southerly views whilst heavily filtered would include the new 400kV overhead line and proposed AT Route connection. The top of the terminal pylons at Sandford Substation would be discernible but heavily filtered in southerly views. Given the proximity of the proposed 400kV overhead line across the extent of easterly views and proposed AT Route connection in westerly views receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.12	N/A

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H16	Shangrila, Drove Way, Nye (two storey detached property with outbuildings)	Medium	Local	Medium	380m	Property has front lower and upper storey oblique views screened by conifer trees to the property boundary and Nut Tree Farm. Anticipate that the easterly side view is screened by a building immediately adjacent to the property. South westerly views from a single upper storey side window are across farmland with hedgerow and trees, high ground at the Mendip Hills forms the backdrop to views. Northerly views from the property are heavily filtered by garden trees. The AT Route may be discernible through trees during winter months but would be a barely perceptible element of the view.	During construction: Low adverse In the short-term there would be occasional glimpses of at-height working to construct the proposed 400kV overhead line and remove the F Route to the east and to construct the AT Route connection to the west. In addition construction of an access road along Nye Drove would be visible. Given the distance, limited view and short duration of time the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term easterly views would remain similar to baseline views although there may be glimpsed views of the top of a single T-pylon on the proposed 400kV overhead line but it would form a small part of a restricted view. Heavily filtered northerly views would include the removal of the AT Route, supported by lattice pylons, but heavy filtering means that this change would be barely perceptible. The proposed AT Route connection, supported by lattice pylons, would be visible in south easterly views extending across the whole view. However tree planting around Rookery Farm East would provide some filtering of the view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.12	N/A
D1.H17	Rookery Farm and Rookery Farm East, Drove Way, Nye (two storey detached properties)	High & Medium	Local	Medium	80m	Rookery Farm and Rookery Farm East are largely enclosed by mature garden trees which limits the views from the properties across the surrounding pastoral farmland. This planting prevents southerly and easterly views from property windows. There may be a side gable end view facing south-west. Views from the property garden are largely enclosed but there may be filtered views in places beyond the garden boundary towards pastoral farmland, trees and scrub. Garden trees in combination with field trees and hedgerows are anticipated to provide filtering of views from the properties.	During construction: Low adverse The properties are surrounded by mature trees which provide a high degree of filtering to the views. For a short time there would be heavily filtered views of the construction access track around the eastern and southern curtilage of the property and occasional heavily filtered glimpses of construction operations including temporary work operations to construct the proposed AT route connection. The magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the view would be similar to baseline views although there may be heavily filtered glimpsed westerly views of the proposed AT Route connection, particularly during winter months. A lattice pylon close to Nye Drove may be glimpsed in direct views above trees. Easterly views of the proposed 400kV overhead line would be screened or so heavily filtered that the line would be barely perceptible. The magnitude of effect would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.11 and D1.12	N/A
D1.H18	Yanel Farm, Common Lane	High	Local	Medium	890m	Property has trees around the garden which provide heavy filtering to westerly views. North westerly views are partially obscured by farm buildings. Westerly views through trees are of pastoral farmland towards the line of trees demarcating the Strawberry Line. Occasional glimpses of the very tops of the F Route are possible but they form a small element of the view.	During construction: Low adverse For a short period of time there would be glimpsed views of at-height working to construct the proposed 400kV overhead line and remove the F Route. There would also be glimpses of temporary at-height working to construct Sandford Substation above intervening trees but it would form a small element of the distant view. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the view would alter with the removal of the F Route and replacement in the view by the taller proposed 400kV overhead line supported by T-pylons slightly closer in the view. The solid column would make it more visible above trees in views than the lattice structure of the F Route. There would be glimpsed filtered views of the very tops of terminal pylons at Sandford Substation but this would occupy a small extent of the view. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H19	Gout House Farm, Riverside (two storey property)	High	Local	Medium	685m	The property is surrounded by mature trees on its eastern boundary which heavily filter views across pastoral farmland towards Cleve Ridge to the east. The F Route is barely discernible due to the heavy degree of filtering by trees. South easterly views are also filtered by trees but are across pastoral farmland interspersed with frequent trees and hedgerows to high ground of the Mendip Hills. Northerly views are restricted by farm buildings.	During construction: Low Adverse In the short-term there would be heavily filtered easterly views of temporary at-height working to construct the proposed AT Route connection. Filtering of the view would make the construction of the proposed 400kV overhead line and removal of the F Route barely perceptible. The proposed AT Route construction may also be perceptible in oblique south easterly views. The magnitude of effect would be no greater than low adverse. During operation: Low Adverse In the short and medium-term there would be heavily filtered easterly and oblique south easterly views of the proposed AT Route connection above intervening trees. High ground at Cleve Ridge would provide a degree of backgrounding to the pylons. The proposed 400kV overhead line would be barely perceptible due to the degree of filtering by intervening trees. After 15 years: Low Adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H20	Havage House (two storey property) along Box Bush Lane, East Rolstone	High	Local	Medium	395m	The property has filtered 1st and slightly more open easterly views from 2nd storey windows on the rear elevation. Receptors experience open views across pastoral farmland interspersed with hedgerows and trees. Farm buildings and the residential property at Box Bush Stables are also visible in oblique views. High ground at Cleve Ridge forms the backdrop to the view. The AT Route is visible on the skyline in slightly oblique views although the pylons are partially filtered by intervening buildings at Box Bush Stables and an adjacent business. The pylons are visible extending towards the connection point with the F Route. The pylons along the F Route are generally well backgrounded and only occasionally glimpsed above intervening trees and properties.	During construction: Low adverse During construction for a short duration of time there would be partially filtered views of at-height working for the construction of the proposed AT Route connection north from Sandford Substation and the removal of a section of the AT Route (3 pylons west of the F Route) and F Route. Ground level working would be partially filtered by intervening buildings, trees and hedgerows. During operation: Low adverse In the short and medium-term the 3 pylons on the AT Route east of the F Route west would be removed from oblique views. The proposed AT Route connection, supported by lattice pylons, would be introduced across the extent of the view although the residential property and barns at Box Bush Stables and intervening trees and hedgerows would provide partial filtering of the new AT Route connection from ground floor windows. Views would be more open from 2nd storey windows. This would give rise to adverse effects although the scale of change is partially offset by the removal of the taller lattice AT Route pylons which are notable in baseline views. The magnitude of effect would be low adverse. There would also be more distant glimpsed and filtered views of the new 400kV overhead line, supported by T-pylons, which would be glimpsed above and between intervening trees and buildings. As it would be seen beyond the proposed AT Route connection and replaces the F Route lattice pylons the change would form a small element of the view. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H21	Yew Tree Farm, Puxton Road, East Rolstone which is a two storey property set in mature gardens. Receptor also includes Laurel Cottage.	High	Local	Medium	955m	Northerly views are obscured by buildings at Poplar Piggeries. There are filtered easterly views from rear elevation windows and southerly views from side elevation windows. Easterly views are filtered by garden trees across pastoral farmland interspersed with frequent trees and hedgerows and filtered views of properties on Box Bush Lane. There are glimpsed oblique views of the AT Route above intervening trees. Southerly views are across pastoral fields interspersed by trees and hedgerows to high ground at the Mendip Hills beyond. Laurel Cottages has easterly views from side elevation windows. Southerly views are heavily filtered by intervening trees, with no views towards the Proposed Development.	During construction: Low adverse In the short-term there would be glimpsed oblique easterly views of temporary at-height working to construct the proposed AT Route connection and remove 3 AT Route pylons. There would also be heavily filtered glimpsed easterly and south easterly views towards the construction of the new AT Route connection north from Sandford Substation. Given the degree of filtering by intervening trees the activity would be a small element of the view and the magnitude of effect would be no greater than low adverse. During operation: Low adverse During operation in the short and medium-term there would be glimpsed easterly views of the proposed AT Route connection which would also be visible extending to the south although filtered by intervening trees. The magnitude of effect would be no greater than low adverse due to the oblique angle and degree of filtering of the proposed overhead line. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.14	N/A
D1.H22	Property on Puxton Road south of Laurel Farm, East Rolstone	High	Local	Medium	985m	Property experiences partially filtered ground and open upper storey views across Puxton Road towards pastoral farmland interspersed with trees and scrub. There are glimpsed views of the high ground on the Mendip Hills above and between intervening trees and scrub.	During construction: Low adverse In the short-term there would be glimpsed oblique views of temporary at-height working and occasional crane movements to construct the pylons along the proposed AT Route connection. The magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term there would be filtered oblique views of the tops of lattice pylons along the proposed AT Route connection visible above intervening trees. The proposed 400kV overhead line, supported by T-pylons, which would be further east would generally be barley perceptible in views given the distance, filtering by intervening trees and backgrounding by Clevee Ridge. There may be a glimpsed heavily filtered view of the terminal pylon at Sandford Substation in southerly views but this would form a small and distant element in the view. Given the filtering, oblique angle and small proportion of the view affected the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H23	Two storey property on Puxton Road, East Rolstone	High	Local	Medium	785m	Property has easterly views from side elevation windows partially obscured by an adjacent farm building. Property also has southerly views partially restricted by adjacent barns although views are more open from 1st floor windows. Easterly views are across pastoral farmland interspersed with frequent trees and hedgerows and filtered views of properties on Box Bush Lane. There are glimpsed views of the AT Route above intervening trees. Southerly views are across single storey barns which form part of the pig farm towards Yew Tree Farm, these buildings in combination with trees restrict views further to the south. There are glimpsed views of the tops of the Mendip Hills visible through trees.	During construction: Low adverse During construction there would be glimpsed oblique easterly views of temporary at-height working to construct the proposed AT Route connection and remove 3 AT Route pylons west of the F Route. There would also be heavily filtered glimpsed easterly and south easterly views towards the construction of the new AT Route connection north from Sandford Substation. Given the degree of filtering by intervening trees the activity would be a small element of the view and the magnitude of effect would be no greater than low adverse. During operation: Low adverse During operation there would be glimpsed easterly views of the proposed AT Route connection extending south from the AT Route. The pylons would be filtered by intervening trees and barns. The magnitude of effect would be no greater than low adverse due to the degree of filtering of the proposed overhead line. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.14	N/A
D1.H24	Grape Vine Cottage, Puxton Road, East Rolstone, which is a two storey cottage	High	Local	Medium	665m	Property has northerly views from 1st floor front elevation windows, easterly views from side elevation windows and oblique southerly views from rear elevation windows. Baseline views are across pastoral farmland interspersed with mature hedgerows and trees along rhynes and drains. High ground of the Mendip Hills forms the skyline. There are existing wood poles and telegraph poles visible crossing the adjacent field. There are no views towards the AT Route from these properties.	During construction: Low adverse In the short-term there would be glimpsed oblique south easterly views of temporary at-height working to construct the proposed AT Route connection. The views would be partially obscured by trees and buildings around Box Bush Farm and Stables. Given the degree of filtering by intervening trees the activity would be a small element of the view and the magnitude of effect would be no greater than low adverse. During operation: Low adverse During operation there would be glimpsed south easterly views of the proposed AT Route connection . This would be filtered in the view and form a small element of oblique views. The magnitude of effect would be no greater than low adverse due to the degree of filtering of the proposed overhead line. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.14	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H25	Two 2 storey properties on Puxton Road, East Rolstone, to the immediate south of Land House Farm	High	Local	Medium	410m	Farm buildings obscure views to the north. Properties have open southerly views from front elevation windows. Northerly views are across a small courtyard towards a tree-lined boundary which encloses and heavily filtered views beyond. There are glimpses of pasture fields and barns on Puxton Road with occasional filtered glimpses of individual pylons along the AT Route. Easterly views are across pastoral farmland interspersed with frequent trees and hedgerows. There are glimpsed views of the AT Route above intervening trees. Southerly views are across a pastoral field towards trees around smaller pastoral fields with glimpses of high ground at the Mendip Hills above and between intervening trees.	During construction: Low adverse During construction for a short time there would be glimpsed oblique easterly views of temporary at-height working to construct the proposed AT Route connection and remove 3 AT Route pylons west of the F Route. There would also be heavily filtered glimpsed easterly and south easterly views towards the construction of the new AT Route connection between the AT Route and Sandford Substation. Given the degree of filtering by intervening trees the activity would be a small element of the view. During operation: Low adverse On completion there would be glimpsed easterly views of the proposed AT Route connection around pylon AT25R and the proposed AT Route connection extending south to Sandford Substation. The substation would be screened by intervening trees. The magnitude of effect would be no greater than low adverse due to the degree of filtering of the proposed overhead line. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H26	Box Bush Stables, Box Bush Lane, East Rolstone. Two storey property with open easterly views from 1st and 2nd storey rear elevation windows. Property has low boundary fencing around property curtilage.	High	Local	Medium	205m	The property has open views across pastoral farmland interspersed with frequent mature hedgerow trees. There are direct views towards the AT Route on the skyline above trees. Views are possible along the AT Route to its connection with the F Route. The majority of the F Route pylons are screened or barely discernible in the view due to filtering by intervening trees and properties.	During construction: Low adverse For a short duration there would be open views of the construction of the proposed AT Route connection north from Sandford Substation within the adjacent field and the removal of a section of the AT Route to the F Route, which would also be removed. The access track to construct the Proposed Development would be to the south of the property and generally screened however working areas, temporary cranes, construction traffic and access roads across fields would be visible. Given the proximity and extent of the view containing construction activity and the short duration of the work the magnitude of effect would be low adverse. During operation: Moderate adverse During operation the 3 pylons along the AT Route west of the F Route would be removed from the view. However the proposed AT Route connection, supported by lattice pylons, would be introduced across the extent of the view with relatively little filtering of the new overhead line. This would give rise to adverse effects although the scale of change is partially offset by the removal of the taller AT Route lattice pylons which are notable in the view. The proposed line would be closer to the property. The magnitude of effect would be moderate adverse. There would also be more distant glimpsed and filtered views of the new 400kV overhead line connection, supported by T-pylons, which would be glimpsed above and between intervening trees. As it would be seen beyond the proposed AT Route connection and replaces the F Route pylons, the change would form a small element of the view. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
D1.H27	Horseshoe Cottage which is along Box Bush Lane and an access track to Box Bush Stables.	High	Local	Medium	425m	The property has direct easterly views from ground floor side windows and porch and oblique easterly views from windows on the rear elevation. The property has open views across pastoral farmland interspersed with hedgerows and trees. Farm buildings and the residential property at Box Bush Stables are also visible. In the distance high ground at Cleeve Ridge forms the backdrop to the view. The AT Route is visible on the skyline in slightly oblique views extending back towards the connection point with the F Route. The pylons along the F Route are generally well backgrounded or screened by intervening trees and properties.	During construction: Low adverse During construction there would be filtered views of the construction of the proposed AT Route connection north from Sandford Substation and the removal of a section of the AT Route (3 pylons) west of the F Route, which would also be removed. Ground level working would be partially filtered by intervening buildings, trees and hedgerows. Given the degree of filtering and temporary nature of construction activity the magnitude of effect is low adverse. During operation: Low adverse On completion the 3 pylons on the AT Route west of the F Route would be removed from the view. In the short and medium-term the F Route would also be removed but is generally barely perceptible in baseline views so would result in little change to the view. The proposed AT Route connection would be introduced across the extent of the view although the residential property and barns at Box Bush Stables and intervening trees and hedgerows would provide filtering of the new line. This would give rise to adverse effects although the scale of change is partially offset by the removal of the taller AT pylons which are notable in baseline views. The magnitude of effect would be low adverse. There would also be more distant glimpsed and filtered views of the new 400kV overhead line which would be glimpsed above and between intervening trees and buildings. As it would be seen beyond the proposed AT Route connection and replaces the slightly smaller F Route, the change would form a small element of the view. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H28	Terraced property at Box Bush Farm	High	Local	Medium	390m	Property has a gable end side window with easterly views. During survey it was not possible to tell if the property has an upper storey side window. For this assessment an assumption has been made that there is a 2nd floor side window. The property has some trees and shrubs around the property curtilage which provide light seasonal filtering to easterly views. Beyond the garden the views are across pastoral farmland, with a property and farm buildings on the eastern edge of Box Bush Stables visible and pastoral farmland continuing to high ground at Cleeve Ridge beyond. The AT Route is visible on the skyline above intervening trees extending back towards the F Route although the pylons of the F Route are barely perceptible due to a combination of backgrounding and screening by intervening trees. There would be slightly less filtering of the views from the upper storey side window.	During construction: Low adverse For a short period of time during construction there would be filtered views of the construction of the proposed AT Route connection north from Sandford Substation and the removal of a section of the AT Route (3 pylons) west of the F Route, which would also be removed. Although filtering of views of the pylons by intervening trees would make construction activity along the F Route barely discernible. Ground level working along the AT Route connection including working areas, temporary cranes and access tracks would be partially filtered by intervening trees and hedgerows but occasional glimpses of construction movement may be visible, particularly during winter months. During operation: Low adverse During operation the AT Route from its connection with the F Route west (3 pylons) would be removed from the view. The F Route would also be removed but is generally barely perceptible in baseline views so would result in little change to the view. The proposed AT Route connection would be introduced across the extent of the view although garden vegetation, property and barns at Box Bush Stables and intervening trees and hedgerows would provide filtering of the new line. This would give rise to adverse effects although the scale of change is partially offset by the removal of the taller AT pylons which are notable in the baseline view. The magnitude of effect would be low adverse. There would also be more distant glimpsed and filtered views of the new 400kV overhead line connection which would be glimpsed above and between intervening trees and buildings. As it would be seen beyond the proposed AT Route connection and replaces the slightly smaller F Route and the change would form a small element of the view. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.15	N/A
D1.H29	Bungalow on Box Bush Lane close to PRoW AX24/43.	High	Local	Medium	340m	The property has easterly views from ground floor rear elevation windows. Mature trees and shrubs around the property curtilage which provide some seasonal filtering to easterly views. Beyond the garden the views are across pastoral farmland, with a property and farm buildings on the eastern edge of Box Bush Stables visible and pastoral farmland continuing to high ground at Cleeve Ridge beyond. The AT Route is visible on the skyline above intervening trees extending back towards the F Route although the pylons along the F Route are barely perceptible due to a combination of backgrounding and screening by intervening trees.	During construction: Low adverse In the short-term there would be filtered views of the construction of the proposed AT Route connection north from Sandford Substation and the removal of a section of the AT Route (3 pylons) west of the F Route, which would also be removed. Although filtering of views of the pylons would make construction activity along the F Route barely discernible. Ground-level working along the proposed AT Route connection would be partially filtered by intervening trees and hedgerows but occasional glimpses of construction movement and for a short duration cranes may be visible, particularly during winter months. During operation: Low adverse In the short and medium-term the AT Route from its connection with the F Route west (3 pylons) would be removed from the view. The F Route would also be removed but is generally barely perceptible in baseline views and replaced by the new 400kV overhead line. The proposed AT Route connection would be introduced across the extent of the view although garden vegetation and intervening trees and hedgerows would provide heavy filtering of the new line. This would give rise to adverse effects although the scale of change is partially offset by the removal of the taller AT pylons which are notable in the baseline view. The magnitude of effect would be low adverse. There would also be more distant glimpsed and filtered views of the new 400kV overhead line connection which would be glimpsed above and between intervening trees. As it would be seen beyond the proposed AT connection north of Sandford Substation and replaces the slightly smaller F Route the change would form a small element of the view. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.15	N/A
D1.H30	Rose Hatch Cottage which is a two storey cottage with northerly views from 1st floor front elevation windows. Also Essex House with northerly views from 1st Floor rear elevation windows.	High	Local	Medium	700m	The properties have northerly views across pastoral fields interspersed with trees and hedgerows. The existing AT Route is prominent on the skyline across the extent of the view. Oblique views along the AT Route towards the proposed pylon AT25R are partially filtered by mature poplars on the western end of Land House Farm.	During construction: Negligible In the short-term there would be glimpsed oblique views of at-height working to construct the proposed AT Route connection around pylon AT25R. Given the degree of filtering by intervening trees the activity would be a very small element of the view. During operation: Negligible During operation in the short and medium-term there would be glimpsed oblique views of the proposed AT Route connection around pylon AT25R. However the AT Route would remain unchanged west of AT25R which is the section of overhead line which is visible in baseline views. The magnitude of effect would be negligible as the change in view would be small and barely perceptible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H31	South Farm, Puxton Lane, Puxton, which is a two storey property adjacent to a caravan park with easterly views from 2nd floor front elevation windows and filtered southerly views from side elevation windows. Also partly restricted rear elevation westerly views.	High	Local	Medium	310m	Southerly views are heavily filtered by mature trees along an adjacent rhyme but there are glimpsed views through trees towards pastoral farmland with the high ground of the Mendip Hills visible beyond. The AT Route is a near element of the view with pylons visible above adjacent mature trees. Property has oblique views of the pylon which is adjacent to Nye Road. Easterly views are filtered by evergreen planting within the garden from ground floor windows. Views from upper storey windows are across pastoral farmland interspersed with low hedgerows and trees. The property experiences oblique views along the AT Route towards its connection point with the F Route. The pylons of the F Route are visible in the distance across the extent of the view although their prominence is reduced by filtering from high ground at Cleeve Ridge and from some filtering by intervening trees. Westerly views are partly restricted by farm buildings adjacent to the property but there are views from upper storey windows across pastoral farmland interspersed with trees. There are oblique views along the AT Route extending into the distance.	During construction: Low adverse In the short-term there would be easterly views of temporary at-height working to remove the F Route pylons and near distance activity and work to remove the AT Route adjacent to the property including temporary scaffolding over Puxton Lane. There would also be westerly views of the AT Route removal and more distant views of the construction of the proposed AT Route connection north of Sandford Substation. Views towards construction of Sandford Substation would generally be screened by intervening trees but there may be glimpsed views of temporary at-height working to construct the terminal pylon but this would be a distant element of the view and partially backgrounded by the Mendip Hills. The magnitude of effect would be low adverse due to filtering around the property. During operation: Low beneficial During operation in the short and medium-term, there would be glimpsed easterly views of the new 400kV overhead line, supported by T-pylons, which would be slightly further away than the F Route, supported by lattice pylons, which it replaces but T-pylons would be taller. Tree planting would partially filter views of the new line and it would be partly backgrounded by high ground at Cleeve Ridge. The AT Route would be removed from views west. The proposed AT Route connection, supported by lattice pylons, would be introduced but would be more distant and glimpsed in views. Filtering by intervening trees would reduce the prominence of the new AT Route connection and it would be seen as a smaller and more distant element to the removed AT Route. Southerly views would alter with the removal of direct views of the AT Route conductors and oblique views of pylons from near distance views. There would be glimpsed views of the more distant 400kV overhead line terminal pylon at Sandford Substation although the substation itself would be screened by intervening trees and scrub. Given the close proximity of the removed AT Route to the property the adverse effects of more distant change including the proposed 400kV overhead line to the east, the new AT Route connection to the west and heavily filtered views of the terminal pylon to the south would be offset by the removal of the AT Route and its lattice pylons in the near view. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H32	South Farm Bungalow, Puxton Lane, Puxton, which has southerly views partly filtered by garden trees. Property also has easterly views from windows on the rear elevation.	High	Local	Medium	365m	Southerly views are partially filtered by mature trees along the property boundary but there are views across pastoral farmland with the high ground of the Mendip Hills visible beyond. The existing AT Route forms a prominent and near element of the view. Property has direct views of an AT Route pylon which is adjacent to Nye Road. The view extends towards the connection point with the F Route in oblique views. Easterly views are across pastoral farmland interspersed with low hedgerows and trees. Receptors in the property experience oblique views along the AT Route towards its connection point with the F Route. The pylons of the F Route are visible in the distance across the extent of the view although their prominence is reduced by filtering from high ground at Cleeve Ridge and from some filtering by intervening trees. Westerly views are towards South Farm which prevents views beyond.	During construction: Moderate adverse During construction there would be easterly views of temporary at-height working to remove the F Route pylons and near distance activity and work to remove the AT Route adjacent to the property. Southerly views towards construction of the proposed substation would generally be screened by intervening trees but there may be glimpsed views of temporary at-height working to construct the terminal pylon but this would be a distant element of the view and partially backgrounded by the Mendip Hills. The magnitude of effect would be low adverse due to filtering around the property and short duration of the works. During operation: Moderate beneficial In the short and medium-term there would be glimpsed easterly views of the proposed 400kV overhead line, supported by T-pylons, which would be slightly further away than the removed F Route, supported by lattice pylons. Trees would partially filter views of the new 400kV overhead line and it would be partly backgrounded by high ground at Cleeve Ridge. However it would be a notable element in the view, the scale of effect is reduced as it would replace views of the F Route. Southerly views would alter with the removal of direct near distance views of the AT Route across the extent of the view. There would be glimpsed views of the more distant terminal pylon at Sandford Substation although the substation itself would be screened by intervening trees and scrub. There would be glimpsed distant and filtered oblique views of the new AT Route connection, supported by lattice pylons, north from Sandford Substation but this would be a small and distant element of the view. The most notable change to the view would be the removal of the AT Route which would result in a low beneficial magnitude of effect. After 15 years: Moderate beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.17	VPD4
D1.H33	Puxton Moor Farm, Puxton Lane, Puxton, is a two storey detached farmhouse	High	Local	Medium	340m	Westerly views are screened by barns adjacent to the property. Easterly views are possible from 1st and 2nd storey side elevation windows. There are southerly views from 1s and 2nd storey front elevation windows. Southerly views are partially filtered by mature trees within and around the property gardens but there are views across pastoral farmland with the high ground of the Mendip Hills visible beyond. The existing AT Route is visible on the skyline and is a near element visible across the extent of the view. Property has oblique views towards two AT route pylons which are seen beyond South Farm. Easterly views are across Nye Road towards Goose Acre Farm and beyond across a small orchard towards pastoral farmland interspersed with low hedgerows and trees. High ground at Cleeve Ridge is partially visible above intervening trees. The property experiences oblique but filtered views along the AT Route towards its connection point with the F Route. The pylons of the F Route are partially visible in the distance across the extent of the view although filtering by intervening trees reduces their prominence.	During construction: Minor adverse During construction there would be filtered easterly views of temporary at-height working to remove the F Route pylons and near distance activity and work to remove the AT Route adjacent to the property. Southerly views towards the AT Route removal would be notable in the view. The construction of the proposed substation would generally be screened by intervening trees. The magnitude of effect would be low adverse. During operation: Low beneficial During operation there would be glimpsed easterly views of the proposed 400kV overhead line which would be slightly further away than the F Route (which would be removed). Tree planting would filter and in places screen views of the new line and it would be partly backgrounded by high ground at Cleeve Ridge. The scale of effect of the new line is reduced as it would replace views of the F Route and views would be heavily filtered. Southerly views would alter with the removal of direct views of the AT Route across the extent of the near distance views. There would be glimpsed very oblique distant and filtered oblique views of the new AT Route connection north from Sandford Substation but this would be a small element of the view. Given the distance and filtering in views towards the 400kV overhead line to the east and the oblique filtered views of the proposed AT connection at pylon AT25R adverse effects would be offset by the removal of the nearer AT Route pylons across the extent of the view. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.16	VPD24
D1.H34	Goose Acre Farm, Puxton Lane, Puxton, which is a two storey detached property	High	Local	Medium	465m	Property has open views from 1st and 2nd storey windows on the southern elevation and also open easterly views from 1st and 2nd storey side elevation windows. Southerly views are across pastoral farmland with the high ground of the Mendip Hills visible beyond. The existing AT Route is a near element across the extent of the view. Property has oblique views towards AT Route pylons which are seen beyond South Farm and South Farm Bungalow. Easterly views are partially obscured by adjacent farm buildings but are across pastoral farmland interspersed with low hedgerows and trees. High ground at Cleeve Ridge is partially visible above intervening trees. There are oblique views along the AT Route to its connection with the F Route. The F Route is partially visible in the distance across the extent of the view although filtering by intervening trees and backgrounding by high ground reduces the prominence of the pylons.	During construction: Minor Adverse During construction there would be filtered easterly views of temporary at-height working to remove the F Route and nearer views of activity and work to remove the AT Route including occasional glimpses of cranes. Southerly views towards the AT Route removal would be notable in the view. The magnitude of effect would be low adverse due to the short duration of activity, distance and filtering of the construction works. During operation: Low Beneficial During operation in the short and medium-term there would be glimpsed easterly views of the proposed 400kV overhead line which would be slightly further away than the F Route but pylons would be slightly taller than existing. Tree planting would filter and in places screen views of the new line and it would be partly backgrounded by high ground at Cleeve Ridge. The scale of effect is reduced as it would replace views of the F Route and views would be heavily filtered. Southerly views would alter with the removal of direct views of the AT Route across the extent of the view. There angle of view is too oblique for the property to have views of the new AT Route connection to the existing AT Route at pylon AT25R and filtering by intervening trees would generally screen or reduce the prominence of this overhead line extending south to Sandford Substation. The proposed 400kV overhead line would form a notable but filtered element in easterly views. The removal of the AT Route, which is prominent in baseline views, would provide low levels of benefit to visual amenity which would offset adverse effects of the proposed 400kV overhead line in easterly views and glimpses of the new AT Route Connection in south westerly views. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.17	VPD4

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H35	Apple Tree Cottage, Puxton Lane, Puxton, which is a two storey property	High	Local	Medium	580m	Property has filtered rear elevation easterly views and southerly views from side elevation windows also partially filtered by hedgerows from ground floor windows but open from upper storey windows. Southerly views are partially filtered by garden trees but are across pastoral farmland with the high ground of the Mendip Hills visible beyond. The existing AT Route forms a prominent and near element across the extent of the view. Property has oblique views towards the AT Route pylons which are seen beyond Goose Acre Farm and Puxton Moor Farm. The pylons are mostly backgrounded by the Mendip Hills but occasionally the top of pylons protrudes above this high ground. Easterly views are partially obscured by mature evergreen trees within the property gardens but are across pastoral farmland interspersed with low hedgerows and trees. High ground at Cleeve Ridge is partially visible above intervening trees. There are oblique views along the AT Route to its connection with the F Route. The pylons of the F Route are partially visible in the distance across the extent of the view although filtering by intervening trees and backgrounding by high ground reduces their prominence.	During construction: Negligible During the short-term there would be filtered easterly views of temporary at-height working to remove the F Route pylons and nearer views of activity and work to remove the AT Route to the south. Construction works to remove the AT Route would be the most notable activity in the view. The magnitude of effect would be low adverse due to duration, distance and filtering of the construction works. During operation: Negligible In the short and medium-term there would be glimpsed easterly views of the proposed 400kV overhead line which would be slightly further away than the F Route it replaces. Tree planting would filter and in places screen views of the new line and it would be partly backgrounded by high ground at Cleeve Ridge. The scale of effect is reduced as it would replace views of the F Route and views would be heavily filtered. The magnitude of effect would be low adverse. Southerly views would alter with the removal of direct views of the AT Route across the extent of the view. The angle of view is too oblique for the property to have views of the new AT Route connection at pylon AT25R and filtering by intervening trees would generally screen or reduce the prominence of the new overhead line extending south from this connection point. The magnitude of effect would be low beneficial. The adverse effects of the introduction of the 400kV overhead line in easterly views are offset by the beneficial effects of the removal of the AT Route in southerly views. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H36	Predominantly bungalows on Puxton Road along the southern edge of Puxton	High	Local	Medium	660m	Properties have southerly views from ground floor windows. The nature of the view will depend on the maturity of garden vegetation although most properties have low garden boundaries to enable views across adjacent countryside. The view is across pastoral farmland towards properties at Puxton Moor Farm and Apple Tree Cottage, the background to the view is formed by high ground of the Mendip Hills. The AT Route is notable crossing farmland south of Puxton Moor Farm. From some properties the views will extend towards the AT connection with the F Route. One bungalow in this receptor is set in large gardens and views are more heavily filtered by mature trees and a barn within the property curtilage. The property to the north of the church has views filtered by trees around the churchyard.	During construction: Low Adverse For a short time during construction there would be glimpsed views of at-height working to remove the existing AT Route (3 pylons) west of the F Route and more obliquely to construct the new AT Route connection around pylon AT25R. Ground-level working would generally be screened by intervening trees although there would be filtered oblique glimpses of construction traffic using the access Route off Puxton Road. The magnitude of effect would be no greater than low adverse. During operation: Low Beneficial In the short and medium-term the pylons east of AT25R would be removed from the view and would form the most notable change to southerly views. Additional pylons on the new AT Route connection would be visible but filtered in oblique views as they extend south towards Sandford Substation. Adverse effects from the new AT Route connection would be offset by the removal of the closer AT Route in direct views giving rise to a low and beneficial magnitude of effect. After 15 years: Low Beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.18	VPD26
D1.H37	Predominantly two storey properties on Puxton Road along the southern edge of Puxton.	High	Local	Medium	560m	The properties have south easterly views from first floor windows. The nature of the view will depend on the maturity of garden vegetation. Ground floor views are enclosed and foreshortened by garden fencing and vegetation. Views are across pastoral farmland towards properties at Puxton Moor Farm and Apple Tree Cottage, the background to the view is formed by high ground of the Mendip Hills, and Cleeve Ridge. The AT Route is notable crossing farmland south of Puxton Moor Farm. In oblique views extending to its connection with the F Route. There are also glimpsed views of occasional pylons along the F Route although they are generally well backgrounded by high ground at Cleeve Ridge.	During construction: Low Adverse During construction for a short duration of time there would be glimpsed views of at-height working to remove the existing AT Route (3 pylons) west of the F Route and to remove the F Route pylons. Very oblique views would include temporary at-height working to construct the connection to the existing AT Route. Ground level working would generally be screened by intervening trees. The magnitude of effect would be no greater than low adverse. During operation: Low Adverse During operation in the short and medium-term the pylons east of pylon AT25R would be removed from the view and would form the most notable change to south easterly views. Some properties would have glimpses of the proposed AT Route connection extending south from the AT Route to Sandford Substation, however the angle of the view would mean this would occupy a narrow extent of the view. There would also be glimpsed but filtered views towards the proposed 400kV overhead line to the east although the scale of effect is reduced as it would replace views of the existing F Route and be mostly backgrounded by high ground at Cleeve Ridge. Adverse effects from the new AT Route connection and proposed 400kV overhead line would be partially offset by the removal of the closer AT Route. The magnitude of effect would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.18	VPD26
D1.H38	Briarwood Farm, Puxton Road, Puxton (two storey property)	High	Local	Medium	525m	Property has open southerly views from rear elevation windows with no filtering from garden boundary vegetation. The property has southerly views across pastoral farmland towards properties at Puxton Moor Farm and Apple Tree Cottage. The background to the view is formed by high ground of the Mendip Hills. The AT Route is prominent on the skyline crossing farmland south of Puxton Moor Farm and occupies the extent of the view extending from the connection point with the F Route and continuing to the west.	During construction: Low adverse During construction there would be temporary glimpsed views of at-height working to remove the existing AT Route (3 pylons) west of the F Route and more obliquely to construct the new AT Route connection. Ground-level working would generally be screened by intervening trees although there would be filtered oblique glimpses of construction traffic using the access route off Puxton Road. The magnitude of effect would be no greater than low adverse. During operation: Low beneficial In the short and medium-term 3 AT Route pylons would be removed from the extent of the view and would form the most notable change to southerly views. Additional pylons along the proposed AT Route connection extending south towards Sandford Substation would be visible but filtered in oblique views. Adverse effects from the new AT Route connection would be offset by the removal of the more prominent AT Route across the extent of the view giving rise to a low and beneficial magnitude of effect. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.18	VPD26

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H39	Single storey bungalow near Puxton Court Farm, Maysgreen Lane, Puxton	High	Local	Medium	525m	Property has southerly views partly obscured by the adjacent garage to the south of the property. Property also has easterly views from ground floor windows The property has southerly views towards a garage on the opposite side of the driveway to the property which restricts views across pastoral farmland to mature hedgerows. The tops of the AT Route pylons and high ground at the Mendip Hills are visible above the garage. Easterly views are across private gardens and trees within the garden towards pastoral farmland and mature tree-lined hedgerows beyond. There are glimpsed filtered views towards high ground at Clevee Ridge. The F Route overhead line is generally screened or where visible typically only seen as individual pylons, they are barely perceptible in the view due to distance, backgrounding by higher ground and filtering by intervening trees.	During construction: Low adverse During construction there would be temporary glimpsed oblique views of at-height working to construct the new AT Route connection and to remove the 3 pylons along the AT Route west of the F Route. There would also be filtered glimpsed views of temporary at-height working to remove F Route pylons in easterly views although this would form a barely perceptible element of the view. Ground-level working would generally be screened by intervening trees although there would be filtered glimpses of construction traffic using the access Route off Puxton Road. The magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term there would be views of additional pylons extending south from AT25R, this would occupy a small proportion of oblique views and be partially filtered by intervening trees. Oblique views would also include the removal of the tops of some AT Route pylons. The main extent of the view would remain similar to the baseline view as the AT Route would remain. There would be glimpsed views of the proposed 400kV overhead line in easterly views, however intervening trees would screen all but the tops of pylons making it a small and distant change to the view. Adverse effects from the new connection to the AT Route and the proposed 400kV overhead line would be partially offset by the removal of the prominent AT Route giving rise to a low adverse magnitude of effect. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.19	N/A
D1.H40	Two storey property at Puxton Court Farm, Maysgreen Lane, Puxton	High	Local	Medium	545m	The property is bordered by mature trees but has southerly views from front elevation 1st and 2nd storey windows. Property also has a side elevation window with easterly views. The property has southerly views across pastoral farmland to mature hedgerows which filter views across pastoral farmland towards high ground at the Mendip Hills in the distance. The AT Route is visible across the extent of the view. High ground at the Mendip Hills provides backgrounding for the bottom half of the overhead line. Easterly views are towards a bungalow on the opposite side of the road and beyond this across pastoral farmland towards properties at Puxton with high ground at Clevee Ridge forming the backdrop to views. There are occasional glimpses of individual pylons on the F Route between properties at Puxton but they form a small element of the baseline view.	During construction: Low adverse Effects during construction would be temporary and experienced for a short duration of time. During construction there would be glimpsed oblique views of temporary at-height working to construct the new AT Route connection at pylon AT25 and to remove 3 pylons along the AT Route west of the F Route. There would also be filtered glimpsed views of at-height working to remove F Route pylons in easterly views although this would form a barely perceptible element of the view. Ground-level working would generally be screened by intervening trees although there would be filtered glimpses of construction traffic using the access Route off Puxton Road. The magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term there would be views of new pylons of the AT Route connection close to AT25R, this change would occur in oblique views and be partially filtered by intervening trees. Oblique views would also include the removal of some AT Route pylons. The main extent of the view would remain similar to the baseline view as the AT Route west of AT25R would remain. There would be glimpsed views of the proposed 400kV overhead line in easterly views, however intervening trees would screen all but the tops of pylons making it a small and distant change to the view. In addition, high ground at Clevee Ridge would provide backgrounding to the new pylons. Adverse effects from the new AT Route connection and the proposed 400kV overhead line would be partially offset by the removal of the AT Route giving rise to a low adverse magnitude of effect. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.19	N/A
D1.H41	Two storey residential property at Grange Farm and a single storey Homestead Cottage, Maysgreen Lane, Puxton	High	Local	Medium	755m	Properties experience open southerly views from front elevation windows. Grange Farm has views from ground and 1st floor windows. Properties also have easterly views from side elevation windows (ground floor easterly views from Grange Farm are screened by the adjacent cottage.) Southerly views across pastoral farmland to mature hedgerows which filter views across pastoral farmland towards high ground at the Mendip Hills in the distance. The AT Route is prominent across the extent of the view including its connection to the F Route. Easterly views are across pastoral farmland towards properties at Puxton with high ground at Clevee Ridge forming the backdrop to views. There are occasional glimpses of individual pylons on the F Route between properties at Puxton but they form a small element of the baseline view.	During construction: Low adverse During construction there would be short-term effects on views comprising glimpses of temporary at-height working and cranes to construct the proposed AT Route connection and to remove the existing AT Route west of the F Route (3 pylons). There would also be filtered glimpsed easterly views of at-height working to remove the F Route. Ground level working would generally be screened by intervening trees although there would be filtered glimpses of construction traffic using the access Route off Puxton Road. The magnitude of effect on views would be no greater than low adverse. During operation: Low beneficial In the short and medium-term views would alter to include new pylons on the proposed AT Route connection extending south from the AT Route. Pylons would be generally well filtered by intervening trees however would be discernible though trees during winter months. The orientation of the new line would mean it occupies a small proportion of the view. The pylons on the AT Route east of pylon AT25R would be removed from the view and would form the most notable change to southerly views. There would be glimpsed easterly views of the new 400kV overhead line in easterly views, however intervening trees would screen all but the tops of pylons making it a small and distant change to the view. High ground at Clevee Ridge would provide backgrounding to new pylons. Adverse effects from the proposed AT Route connection and the proposed 400kV overhead line would be offset by the removal of the more prominent AT Route giving rise to a low and beneficial magnitude of effect. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.19	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

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Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H42	Bungalow near Grange Farm, Maysgreen Lane, Puxton, with easterly views from rear elevation windows and southerly views from a single side elevation window.	High	Local	Medium	800m	The property has southerly views from a side elevation window across gardens towards a property and farm buildings at Grange Farm. There are narrow glimpsed views between buildings towards high ground of the Mendip Hills in the background and glimpses of part of the AT Route on the skyline but this is a small element of the view. From rear elevation windows there are filtered views across gardens towards pastoral farmland with glimpsed views of the eastern end of the AT Route on the skyline at its connection with the F Route. Pylons along the F Route are occasionally visible between intervening trees in more oblique easterly views. Given the degree of filtering from garden trees and backgrounding by high ground at Clevee Ridge these pylons forms a small and barely perceptible element of the baseline view.	During construction: Low adverse Effects during construction would be short-term and comprise heavily filtered glimpsed views of at-height working to construct the proposed AT Route connection where it joins the AT Route and to remove 3 nr pylons west of the F Route and also in easterly views to construct the proposed 400kV overhead line and remove the F Route. This would however form a small element of the view, the magnitude of effect on views would be no greater than low adverse. During operation: Low beneficial In the short and medium-term proposed pylons on the new AT Route connection where it joins the AT Route would be discernible on the skyline, as the pylons would be lower in height than the existing AT Route these would be more filtered in views. There would be glimpsed oblique views of the proposed AT Route connection extending south from the AT Route but again this would be filtered by Grange Farm and intervening trees and its angle in the view would mean only a small proportion of the view would be affected. 3 pylons west of the F Route would be removed from the view and would be a notable change in both side and rear elevation views. There would be glimpsed easterly views of the proposed 400kV overhead line, however given the distance and degree of filtering this would be a less perceptible change than the removal of the closer AT Route. Adverse effects from the proposed AT Route connection and the new 400kV overhead line would be offset by the removal of the closer AT Route pylons giving rise to a low and beneficial magnitude of effect. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.19	N/A
D1.H43	Cottage on Maysgreen Lane, near May's Lane track, Puxton	High	Local	Medium	925m	The property has heavily filtered southerly views from rear elevation 2nd storey windows. Property has no windows on the eastern elevation. Southerly views from rear elevation windows across gardens towards trees along the property boundary. During winter months there would be heavily filtered glimpsed views through trees towards the AT Route.	During construction: Negligible During construction there would be heavily filtered views of temporary at-height working to construct the proposed AT Route connection and to remove 3 nr pylons west of the F Route. However given the degree of filtering by intervening trees the activity would be a very small component in the background of the view. During operation: Negligible In the short and medium-term additional pylons along the northern most part of the proposed new AT Route connection would be discernible though trees during winter months. However the scale of effect is reduced because 3 pylons west of the F route would be removed from the view. Given the degree of filtering the change would form a small and often barely perceptible change to the view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H44	Tile House, Maysgreen Lane, Puxton, which is a two storey property	High	Local	Medium	995m	The property has southerly views from side elevation windows across gardens and a pastoral field towards a mature tree-lined hedgerow which prevents views further south. During winter months there are heavily filtered glimpsed views through trees towards the AT Route. From upper storey rear elevation windows there are filtered easterly views across gardens towards pastoral farmland with glimpsed views of the F Route between intervening trees. Given the degree of filtering from garden trees and backgrounding by high ground at Clevee Ridge this forms a small and barely perceptible element of the baseline view. Ground floor easterly views are screened by a barn and garden trees.	During construction: Negligible During construction there would be heavily filtered views of temporary at-height working (including occasional crane movements) to construct the new AT Route connection where it joins the AT Route and to remove 3 nr pylons west of the F Route. However given the degree of filtering by intervening trees the activity would be a very small element of the view. There would also be glimpsed distant views of temporary cranes constructing the new 400kV overhead line supported on T pylons. This would be for a short duration and again be a very small element in a small part of the view. During operation: Negligible In the short and medium-term additional pylons where the new AT Route connection links into the AT Route would be discernible though trees during winter months. The AT Route pylons east of AT25R would be removed from the view. However this would be a small and heavily filtered element in the view. From rear elevation windows there would be filtered glimpsed and distant views towards the tops of the proposed 400kV overhead line. However given the degree of filtering the change would form a small and often barely perceptible change to both easterly and southerly views. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H45	Chestnut Court, Puxton Lane, Puxton, (large detached two storey property)	High	Local	Medium	865m	The property has easterly views from ground and 1st floor rear elevation windows across pastoral farmland towards high ground at Clevee Ridge. The F Route pylons are occasionally visible between intervening trees but form a small and distance element of the view. Views from ground floor windows are more filtered Southerly views from the property are enclosed and screened by a mature conifer hedgerow around the southern boundary of the property.	During construction: Low adverse In the short-term there would be heavily filtered glimpses of temporary at-height working to construct the new 400kV overhead line. However given the degree of filtering by intervening trees the activity would be a very small element of the view. During operation: Low adverse During operation there would be glimpses of the proposed 400kV overhead line above and between intervening trees, however the scale of effect is reduced as this line would replace views of the F Route. Given the distance and degree of filtering by intervening vegetation the magnitude of effect on views would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H46	Glebe Cottage, Puxton Lane, Puxton, is a large detached two storey property	High	Local	Medium	945m	The property has open easterly views from ground and 1st floor side elevation windows across pastoral farmland with frequent hedgerows, scrub and trees towards high ground at Clevee Ridge. The F Route pylons are occasionally visible between intervening trees but form a small and distance element of the view. Southerly views from 1st floor windows are partially filtered by trees and Chestnut Court which screen views towards the AT Route.	During construction: Low adverse In the short-term there would be heavily filtered glimpses of temporary at-height working to construct the new 400kV overhead line. However given the degree of filtering by intervening trees the activity would be a very small element of the view. During operation: Low adverse In the short and medium-term there would be glimpses of the proposed 400kV overhead line which would be slightly taller than the F Route above and between intervening trees in easterly views. However the scale of effect is reduced as the proposed line would replace the F Route. Given the distance and degree of filtering by intervening vegetation the magnitude of effect on views would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H47	Myrtle Farm, Puxton Lane, Puxton (two storey detached property)	High	Local	Medium	925m	Easterly views from ground and 1st floor windows on the side elevation are partially restricted by Glebe Cottage, beyond this property views are across pastoral farmland with frequent hedgerows, scrub and trees towards high ground at Cleve Ridge. The F Route pylons are a barely perceptible element of the view. Southerly views from rear elevation windows are partially filtered by trees around properties in Puxton. There are however glimpses of the tops of the AT Route pylons above intervening properties.	During construction: Negligible In the short-term there would be heavily filtered glimpses of temporary at-height working to remove the AT Route pylons in southerly views. Work to construct the proposed AT Route connection would be generally screened by intervening properties. Given the degree of filtering by intervening trees construction activity would comprise a very small element in a small proportion of the view. During operation: Negligible During operation glimpses of the AT Route pylons would be removed from filtered southerly views. The proposed AT Route connection where it joins the AT Route would be screened by intervening properties in Puxton. The magnitude of effect would be negligible as the change in view would be small and barely perceptible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H48	Receptor not assessed as is a barn and not a residential property											
D1.H49	Farmhouse, Dowmore Lane, 1 storey bungalow. Also on PROW AX16/21	High	Local	Medium	450m	The single storey property has northerly, westerly and southerly views. Northerly views are across pastoral farmland towards mature trees along hedgerows. The F Route is visible but partially filtered by these trees. Westerly views are partially filtered by a farm building although the tops of F Route pylons are visible above. Southerly views are across flat pastoral farmland interspersed with hedgerows and trees towards high ground of the Mendip Hills. Views from the property are along the F Route, with some pylons visible in direct and unobstructed views. Pylons further away are filtered by intervening trees and often backgrounded by the Mendip Hills.	During construction: Low adverse In the short-term there would be temporary at-height working visible constructing the proposed 400kV overhead line and removing the F Route in southerly and northerly views. Westerly views would be similar but slightly more filtered by the intervening farm building. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be introduced along a similar alignment. The proposed 400kV overhead line would be taller than the F Route and would be more visible above farm buildings in westerly views. In northerly and southerly views the proposed 400kV overhead line would be visible extending to the north and south. Filtering by intervening trees would reduce the length of the proposed 400kV overhead line visible to the north and backgrounding by the Mendip Hills help to reduce the length visible to the south. The solid column of the T-pylons would be more visible in views and would reduce the degree of backgrounding by high ground, compared to the lattice structure of the F Route pylons removed. The terminal pylon at Sandford Substation would be obscured by intervening trees and scrub. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.22	N/A
D1.H50	Farmhouse, 2 storey detached cottage on Dolemoor Lane	High	Local	Medium	530m	Property has a side window looking west, however views are heavily filtered by garden and field boundary trees and hedgerows. Given the degree of filtering the F Route is barely discernible through the trees in easterly views.	During construction: Negligible In the short term there would be heavily filtered and barely perceptible glimpses of temporary at-height working to remove the F Route and construct the proposed 400kV overhead line. During operation: Negligible In the short and medium-term there would be heavily filtered glimpses of the proposed 400kV overhead line along a similar alignment to the removed F Route. Given the degree of filtering to views the change would be barely perceptible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H51	Farmhouse, 2 storey detached cottage, Dolemoor Lane	High & Medium	Local	Medium	565m	Property has views from rear elevation windows across farm yard towards farm buildings tot he west and south west which generally screen views of farmland beyond. The F Route is anticipated to be glimpsed above farm buildings from upper storey windows but form a small element of the view.	During construction: Negligible In the short term there would be barely perceptible glimpses of temporary at-height working to remove the F Route and construct the proposed 400kV overhead line. During operation: Negligible In the short and medium-term there would be glimpses of the proposed 400kV overhead line along a similar alignment to the removed F Route. As the line is slightly taller than the F Route it would be glimpsed above intervening trees but would form a small element of the view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.23	N/A
D1.H52	2 storey terraced properties and Honeymead Cottage, Dolemoor Lane	High	Local	Medium	660m	Properties have southerly and south westerly views from ground and first floor windows across Dolemoor Lane of pastoral farmland with frequent trees and hedgerows. High ground of the Mendip Hills forms a prominent backdrop to the views. The F Route is barely perceptible due to filtering by intervening trees and backgrounding by the Mendip Hills.	During construction: Low adverse In the short term there would be glimpses of temporary at-height working to remove the F Route and construct the proposed 400kV overhead line in south and south westerly views. Given the distance the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term there would be glimpses of the proposed 400kV overhead line along a similar alignment to the removed F Route. As the line is slightly taller than the F Route it would be glimpsed above intervening trees. The solid construction of the pylons would reduce the degree of backgrounding by the Mendip Hills and make them slightly more noticeable than the F Route pylons. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.23	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H53	Property on Weston Road	High	Local	Medium	540m	Two storey property with some trees in the garden providing light filtering to rear elevation views. The views are across farmland with frequent trees and hedgerows. High ground of the Mendip Hills forms a prominent backdrop to the views. The F Route is barely perceptible due to filtering by intervening trees and backgrounding by the Mendip Hills.	During construction: Low Adverse In the short term there would be glimpses of temporary at-height working to remove the F Route and construct the proposed 400kV overhead line in south and south westerly views. Given the distance the magnitude of effect would be low adverse. During operation: Low Adverse In the short and medium-term there would be glimpses of the proposed 400kV overhead line along a similar alignment to the removed F Route. As the line is slightly taller than the F Route it would be glimpsed above intervening trees. The solid construction of the pylons would reduce the degree of backgrounding by the Mendip Hills and make them slightly more noticeable than the F Route pylons. The magnitude of effect would be low adverse. After 15 years: Low Adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.23	N/A
D1.H54	Pool Farm, A370 Weston Road, Hewish	High	Local	Medium	810m	Views from ground floor windows are generally foreshortened by farm buildings and garden vegetation. More open views are possible from upper storey windows looking north and east across farmland interspersed with trees towards high ground at Tickenham Ridge. The F Route is visible crossing farmland and is often visible above high ground beyond. Filtered southerly views are across farmland towards the Mendip Hills. The F Route is discernible in oblique views but backgrounding and the angle of view make it a small element of the view.	During construction: Low adverse For a short duration of time there would be glimpses of temporary at-height working to remove the F Route and construct the proposed 400kV overhead line in northerly, easterly and oblique southerly views. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed and replaced by a taller proposed 400kV overhead line in northerly easterly and southerly views along a similar alignment to the F Route. The solid construction of the T-pylon would reduce the degree of backgrounding by high ground and they would be more noticeable than the F Route. However given the distance and the generally oblique nature of the view, the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.26	N/A
D1.H55	Little Orchard, A370 Weston Road, Hewish, 2 storey detached cottage on Weston Road	High	Local	Medium	625m	Property has upper storey front elevation windows allowing northerly views across Heathgate Farm to farmland beyond where the F Route is discernible in the oblique view extending across farmland into the distance partially backgrounded by high ground of Cadbury Hill. Rear elevation views are filtered by garden boundary trees. Through the trees the views are across pastoral farmland interspersed with trees. High ground at the Mendip Hills forms the backdrop to the view. The F Route is discernible although filtered by trees and hedgerows and backgrounded by high ground beyond making it a small element of the view.	During construction: Low adverse For a short duration of time there would be glimpses in northerly and southerly views of at-height working to remove the F Route and construct the proposed 400kV overhead line. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed from northerly and southerly views and replaced by the proposed 400kV overhead line. This line would be slightly taller and the solid column would reduce the degree of backgrounding and make the line slightly more noticeable. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.26	N/A
D1.H56	Heathgate Farm, A370 Weston Road, Hewish, 2 storey detached	High	Local	Medium	590m	Two storey property with open northerly and filtered 2nd storey easterly views across pastoral farmland interspersed with trees, hedgerows and drains/rhynes. The F Route is visible crossing farmland although appears more filtered in views from ground floor windows. Pylons are partially backgrounded by high ground of Cadbury Hill and Cleeve Ridge. More open northerly views are possible from 2nd storey windows with the F Route anticipated to be visible extending towards Nailsea. Property has filtered southerly views. Views are filtered by trees along the garden boundary and on the opposite side of the A370.	During construction: Low adverse In the short-term temporary at-height working associated with the removal of the F Route and construction of the proposed 400kV overhead line would be visible in northerly and easterly views. Particularly in northern oblique views this would be visible extending across farmland for some distance. The magnitude of effect would be low adverse. During operation: Low adverse In the short to medium-term the F Route would be removed and replaced by the proposed 400kV overhead line along a similar alignment. The new 400kV pylons would be slightly taller than the F Route and the solid column would make the line slightly more noticeable in views and reduce the degree of backgrounding by high ground at Cleeve Ridge and Cadbury Hill than the lattice structure of the F Route. The route would be visible extending across farmland to the north in northerly and easterly views. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.26	N/A
D1.H57	Mendip Poultry Farm on north side of Weston Road, including farmhouse and associated farm buildings	High / Moderate	Local	Medium	270m	This is a single storey property. Northerly views are possible from rear elevation windows across pastoral farmland interspersed with trees, hedgerows and drains/rhynes. The F Route is visible crossing farmland although appears more filtered in views from ground floor windows. Pylons are partially backgrounded by high ground of Cadbury Hill and Cleeve Ridge. The property has a side window allowing easterly views, however views are foreshortened by mature trees along the property boundary and in winter, by adjacent farm buildings. Southerly views are across pastoral farmland and Moorland Caravan Park towards the Mendip Hills. The F Route is obscured by trees around the caravan park.	During construction: Low adverse In the short-term temporary at-height working associated with the removal of the F Route and construction of the proposed 400kV overhead line would be visible in northerly views. This would be visible extending across farmland for some distance. The magnitude of effect would be low adverse. During operation: Low adverse In the short to medium-term the F Route would be removed and replaced by the proposed 400kV overhead line along a similar alignment. The new 400kV pylons would be slightly taller than the F Route and the solid column would make the line slightly more noticeable in views and reduce the degree of backgrounding by high ground at Tickenham Ridge than the lattice structure of the F Route. The route would be visible extending across farmland to the north. Southerly views would generally remain as baseline although there may be distant glimpses of the proposed 400kV overhead line above intervening trees beyond the caravan park. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.25	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H58	Moorland Park, single story static caravans. Caravan views vary dependant on orientation and position in park.	High	Local	Medium	105m	Caravan views vary depending on orientation and position in park however some have easterly views above low boundary walls across the Levels towards high ground at Cleeve Ridge. The F Route is visible close to the east of Moorland Park. Some properties have northerly or southerly views along the F Route.	During construction: Moderate adverse In the short-term there would be near distance easterly and from some properties northerly and southerly views of construction activity to construct the proposed 400kV overhead line and remove the F Route. Views would also comprise construction machinery using the construction haul road immediately to the east of the caravan park, bell mouths, temporary cranes and scaffolding across the A370. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be replaced by the proposed 400kV overhead line, supported by T-pylons, along a similar but closer alignment. The new 400kV overhead line T-pylons would be taller and therefore have less backgrounding by Cleeve Ridge to the east. The solid column would make the T-pylons more noticeable in views from properties. The new 400kV overhead line would also be visible in southerly and northerly views from some caravans. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some screening and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	N/A	N/A
D1.H59	Land House Farm and Oak Cottage on Puxton Road, East Rolstone (two storey properties)	High	Local	Medium	350m	Landhouse Farm has easterly views from a 2nd storey side elevation window. Ground floor views are screened and enclosed by a concrete wall around the property. Oak Cottage has easterly views from 2nd storey front elevation windows. Views from ground floor windows are screened or heavily filtered by garden boundary hedgerows. The properties have views across Puxton Road towards mature trees along the roadside. During winter months there would be heavily filtered views through trees towards pastoral fields bordered by trees and hedgerows containing frequent trees. The AT Route is visible on the skyline, although is filtered by roadside trees.	During construction: Negligible In the short-term there would be heavily filtered views of temporary at-height working to construct the new AT Route connection around pylon AT25R, however given the degree of filtering by roadside trees the activity would be a very small and barely perceptible element of the view. During operation: Negligible During operation new pylons close to pylon AT25R along the proposed AT Route connection would be discernible though trees during winter months. However given the degree of filtering the change would form a small and often barely perceptible change to the view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H60	Pill Hay Farm, adjacent Congresbury Yeo, off A370 Weston Road (2 storey detached property)	High/ Moderate	Local	Medium	315m	Property has direct front and oblique side views looking north to south. Views include Congresbury Yeo adjacent and the railway line to the north. The F Route is visible close in the view, though the pylons are filtered in places by newly planted trees at the edge of the property garden. Pylons are viewed against the skyline in the side view towards Yatton. There are direct front views of the F Route although the Mendip Hills provides some backgrounding to pylons.	During construction: Low adverse In the short-term temporary cranes would be visible during construction of the new 400kV overhead line and removal of the F Route, over field boundary vegetation. Construction traffic, the haul road and temporary scaffolding over the railway would also be visible. The magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed from views and replaced by the proposed 400kV overhead line, supported by T-pylons, closer to the property on an alignment similar to the F Route removed. The solid column of the T-pylon would make it more visible in the view and reduce the degree of backgrounding by high ground beyond. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.27	N/A
D1.H61	Wemberham House and one other property adjacent on Wemberham Lane (2 storey detached properties)	High and Medium	Local	Medium	450m	There are two properties at the western end of Wemberham Lane. One is adjacent to the road with front filtered lower storey views and open and oblique upper storey views towards the F Route running south into the distance. The F Route is partly screened by hedgerows and trees and partly backgrounded by higher ground to the east and the Mendip Hills to the south. Rear views are open but filtered by garden trees and are across farmland looking obliquely along the F Route and into the distance. Wemberham House has a conservatory and upper storey filtered views on the side of the property towards Riverside Farm. The second property has upper rear direct and side oblique views towards the F Route. The lower storey rear view is filtered by garden shrubs. The rear direct upper storey oblique view east includes the F Route beyond farm buildings at Riverside Farm. Other pylons are screened and filtered by hedgerow and mature trees. In the oblique rear and side view southeast there is some backgrounding to the F Route. The upper side oblique view is filtered by garden trees.	During construction: Low adverse In the short-term temporary cranes would be visible above garden and field boundary vegetation during construction of the new 400kV overhead line and removal of the F Route. Glimpses of construction traffic and the haul road would also be possible from upper storey windows. The magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed from views and replaced by the proposed 400kV overhead line, supported by T-pylons, slightly closer to the properties but on a similar alignment. The solid column of the T-pylon would make it more visible in the view and reduce the degree of backgrounding by high ground beyond. This would be apparent where the properties presently have views along the F Route. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H62	Riverside Farm on Wemberham Lane (bungalow)	High	Local	Medium	150m	Views from Riverside Farm, which is a bungalow adjacent a number of farm buildings has open side views looking east and open oblique views southeast towards the F Route which extends across the view, there is some backgrounding by field trees and hedgerows. Front property views are oblique and only possible between garden trees. Views north include the F Route running north into the distance. The F Route is partly backgrounded by Tickenham Ridge and screened at the base by field boundary hedgerow and trees. Oblique side views slightly northeast and southeast include F Route pylons. The Smart warehouse building on the edge of Yatton is a notable feature in the north easterly views.	During construction: Low Adverse In the short-term temporary cranes would be visible, from front and side elevation windows, during removal of the F Route and the construction of the new 400kV overhead line above field boundary vegetation. Temporary scaffolding over Wemberham Lane would also be visible close to the property. Glimpses of construction traffic and haul roads would also be possible although partially filtered by trees and hedgerows. Given the proximity of the work, the relatively open views but the short duration of the activity the magnitude of effect would be low adverse. During operation: Moderate Adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed from views and the proposed 400kV overhead line, supported by T-pylons, would be visible slightly closer to the property on a similar alignment to the F Route removed. The solid column of the T-pylon would make it more visible in the view and reduce the degree of backgrounding by high ground particularly in northerly views where Tickenham Ridge provides backgrounding to F Route lattice pylons that would be removed. The property would have oblique side elevation views north east and south east towards the proposed 400kV overhead line T-pylons. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate Adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.28	N/A
D1.H63	Single storey bungalow with dormer on Wemberham Lane, Yatton	High	Local	Medium	495m	Receptors have direct views of the F Route. Views of the pylons are mainly screened by adjacent properties with garden boundaries, woodland and industrial units to the immediate north. The pylons are visible above trees and vegetation. Views are glimpsed only between gaps in filtering by vegetation or screening by built form.	During construction: Low adverse At-height works, cranes and temporary scaffolding over Wemberham Lane and the railway would be visible during the construction of the new 400kV overhead line and the removal of the F Route, visible above trees and field boundary vegetation and between properties opposite. During operation: Low adverse The F Route would be removed from views and replaced by the proposed 400kV overhead line along a similar alignment and distance from the receptor. T-pylons would be visible above trees and vegetation. Due to the greater height of the T-pylons the change is judged to be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.29	N/A
D1.H64	2 storey detached properties at Wakedean Gardens, Horsecastle, Yatton. Representative view taken from adjacent Wemberham Lane inline with rear of properties.	High/moderate	Local	Medium	620m	Receptors have direct views of the F Route. Views of the pylons are mainly screened by adjacent properties with garden boundaries, woodland and industrial units to the immediate north. The pylons are visible above trees and vegetation. Views are glimpsed only between gaps in filtering by vegetation or screening by built form.	During construction: Low adverse At-height works, cranes and temporary scaffolding over Wemberham Lane and the railway would be visible during the construction of the new 400kV overhead line and the removal of the F Route, visible above trees and field boundary vegetation and between properties opposite. During operation: Low adverse The F Route would be removed from views and replaced by the proposed 400kV overhead line along a similar alignment and distance from the receptor. T-pylons would be visible above trees and vegetation. Due to the greater height of the T-pylons the change is judged to be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.29	N/A
D1.H65	Horsecastle Farm, track off Arnolds Way, Yatton (2 storey)	Medium	Local	Medium	450m	No Access to property available as private drive and well screened. Assessment taken from Arnolds Way. Anticipate property has upper storey rear and side views northwest and west. Unknown if lower storey views are available. Anticipated views across fields towards North End and west to M5 with some intervening field trees and hedges. Some trees to property boundary filter views in places. F Route to west with views northwest along line towards North End. F Route visible above field trees and hedges.	During construction: Low adverse Construction works would be temporary and for a short duration. During construction the access to works would be gained along the farm track and through the farm from Arnolds Way. Construction traffic would be visible in immediate views and also in views across farmland. Construction machinery would be visible to the northwest and west along the overhead line working area. Views would include at-height works and for a short period cranes visible above trees and vegetation constructing the proposed 400kV overhead line and removing the F Route. Views would include temporary scaffolding over Lampley Road in the distance. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible above trees and hedgerows on a similar alignment to the removed F Route but further away. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.30	N/A
D1.H66	Park Farm House, The Old Granary, Chestnut View and 1 adjacent property, track off Arnolds Way, Yatton (2 storey detached)	High & Medium	Local	Medium	685m	The Old Granary and Park Farm House face northeast with side view northwest, Chestnut View faces southeast and to the southeast of Park Farm House faces northwest but has views largely obscured by other properties and warehouse behind. Side views from The Old Granary and Park Farm House and rear views from Chestnut View are northwest across fields towards North End and Lampley Road. Intervening field hedges and trees cross and obscure views in places with the F Route visible above, with views along the F Route. Anticipate similar views from rear gardens. Park Farm House and The Old Granary have views northeast towards North End Road and properties in North End with backgrounding by Tickenham Ridge but the F Route is not visible.	During construction: Low adverse Construction works would be temporary and for a short duration. Construction traffic would be visible across farmland. Construction machinery would be visible to the northwest and west along the overhead line working area. Views would include at-height works and for a short period cranes visible above trees and vegetation constructing the proposed 400kV overhead line and removing the F Route. Views would include temporary scaffolding over Lampley Road in the distance. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible above trees and hedgerows on a similar alignment to the removed F Route but further west. Anticipate the proposed 400kV overhead line T pylons may become visible for a greater extent in the distance above properties in North End and backgrounded by Tickenham Ridge, due to the greater height of T-pylons. Chestnut View would have the greatest extent visible due it's location on the edge of the group of properties. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.30	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H67	Properties on southside of North End Road in North End. (2storey detached, bungalows and 1no. 3 storey)	High and Medium	Local	Medium	675m	Rear views largely upper storey southwest across gardens and fields towards the F Route visible above trees with minimal backgrounding. Hill in Weston-super-Mare visible and provides some backgrounding in places. Views northeast obscured by properties opposite and tree beyond.	During construction: Low adverse Construction would be for a short duration and temporary. Views would include at-height works and for a short period cranes visible above trees and vegetation constructing the proposed 400kV overhead line and removing the F Route. Oblique views would include temporary scaffolding over Lampley Road in the distance. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible above trees and hedgerows on a similar alignment to the removed F Route but further west with a greater extent of pylon visible due to the greater height of the T-pylon. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H68	Box Bush Farm, North End Road (2 storey)	Medium	Local	Medium	525m	Occasional glimpsed views from this property towards the F Route, visible above trees, although significant screening provided by farm buildings.	During construction: Low adverse Construction would be for a short duration and temporary. Beyond intervening structures and trees views would include at-height works and for a short period cranes visible above trees and vegetation constructing the proposed 400kV overhead line and removing the F Route. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible beyond intervening structures and trees and above trees and hedgerows on a similar alignment to the removed F Route but further west with a greater extent visible due to the greater height of the T-pylon. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.38	VPD8
D1.H69	Properties on the north side of North End Road in North End (2 storey)	Medium	Local	Medium	570m	Rear property views (lower and upper) are mixed including open views and views filtered and screened by garden trees. Open and filtered rear views extend northeast and are filtered by tall hedgerow and trees along Ham Lane. Properties on the eastern end of this group of properties have open rear views across farmland towards the F Route just perceptible beyond Crossway Farm. The F Route pylons are backgrounded by Tickenham Ridge. Front lower and upper storey views are possible from Traloo and additional properties close by. Upper storey views south are possible from Chestnut Farm and the property adjacent Traloo. Views extend southwest over roadside hedgerow and include the F Route extending across the view in the distance. The two semi-detached properties on the western end of the group of properties have an oblique rear view northwest towards the F Route, heavily filtered and screened by trees along the sunken PRoW; trees within the property garden opposite Ham Lane and by the bungalow named Dewberry. Northend Farm has an open rear upper storey view northeast across farmland and Ham Lane through a gap in roadside hedgerow and trees, towards Tickenham Ridge in the distance and the F Route pylons are just perceptible on the top of the ridge.	During construction: Low adverse Construction would be for a short duration and temporary. Views across fields would include at-height works and for a short period cranes visible in the distance above trees and vegetation constructing the proposed 400kV overhead line and removing the F Route to the northeast, backgrounded by Tickenham Ridge. Construction traffic would be visible along Hams Lane to the northeast where the access track would be to the works areas, in addition to existing traffic. Similar views of at-height construction works and temporarily cranes above trees and vegetation would be visible southwest from Chestnut Farm and a property adjacent to Traloo at the eastern end of the group of properties. Other properties would have views southwest screened by properties on the opposite side of the road. During operation: Low adverse The F Route removal and the new 400kV overhead line would be barely perceptible in glimpsed oblique views from the properties at the western end of the group of properties. The new 400kV overhead line would be visible in the distance and above trees to the northeast from properties including Chestnut Farm and Traloo, replacing views of the F Route removed. The new 400kV overhead line T-pylons would be visible to the northeast above Tickenham Ridge in places in a small extent of the view. Similar views of the new 400kV overhead line would be available above trees and vegetation to the southwest from Chestnut Farm and a property adjacent to Traloo at the eastern end of the group of properties. Views would replace the F Route lattice pylons removed. Other properties would have views southwest screened by properties on the opposite side of the road. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H70	Dewberry, Ham Lane (bungalow)	High	Local	Medium	495m	Rear views northwest across garden to trees in the distance. Property on slightly elevated ground. Views partially filtered by trees and hedge to field boundary along PRoW LA21/33 adjacent. The F Route is visible at Kenn Road in the distance above hedgerows and trees.	During construction: Low adverse Construction would be for a short duration and temporary. Views northwest across fields would include at-height works and for a short period cranes visible in the distance above trees and vegetation, constructing the proposed 400kV overhead line and removing the F Route to the northeast, backgrounded by Tickenham Ridge. Construction traffic along Hams Lane would be largely screened by hedgerow where the access track would be to the works areas, in addition to existing traffic. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible above trees and hedgerows on a similar alignment to the removed F Route but with a greater extent visible above trees due to the greater height of the T-pylon. The angle pylon would be visible to the west in views but the proposed 400kV overhead line would form a small extent of the view. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H71	Ham Farm, Ham Lane, North End (3 storey detached)	High	Local	Medium	470m	Property has northerly views from rear elevation windows across farm, paddock and fields towards mature trees along a rhyme with the F Route visible above. 3 pylons are visible although the bottom half is partially filtered and obscured. Trees and evergreen hedge around the property filter and obscure oblique views northeast. Views west are largely obscured by farm buildings. Direct views obscured in places by horse vans but views towards the F Route are possible above and between the vans.	During construction: Low adverse Construction would be for a short duration and temporary, with a works access route required through the property grounds and construction traffic visible. In the short-term there would be partially filtered northerly views towards temporary at-height working to remove the F Route and construct the proposed 400kV overhead line. The magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed and replaced by the proposed 400kV overhead line, supported by T-pylons, along a similar alignment. The property would have a direct view towards a T-pylon. The proposed 400kV overhead line would be taller and T-pylons would be visible for a greater extent of the view than the F Route removed and above Tickenham Ridge in the background. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and screening which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
D1.H72	Property on north side of North End Road, near Boxbush Farm (2 storey)	Medium	Local	Medium	485m	Receptors have views from the front property windows northwest. Views are heavily filtered in lower storey views and filtered upper storey views. Filtered views include part of the F Route near Kenn Road. The side upper storey view south is anticipated to be screened by Boxbush Farm buildings.	During construction: Low adverse Construction would be for a short duration and temporary. Filtered views across fields would include at-height works and for a short period cranes visible in the distance above trees and vegetation constructing the proposed 400kV overhead line and removing the F Route to the northwest. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible in filtered views beyond intervening trees and above trees and hedgerows, near Kenn Road, on a similar alignment to the removed F Route. Views would include the proposed T-pylon angle pylon. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.38	VPD8
D1.H73	Riverside House and horse paddock, off Lampley Road, North End (2 storey detached)	Medium	Local	Medium	410m	Front views northwest and rear views southwards are heavily filtered by property and field trees. Upper storey views are filtered to a lesser degree. Views from the paddock south of property buildings are more open but remain filtered by property and filed trees. The F Route is glimpsed in the oblique filtered views south, extending south into the distance and more visible from the horse paddock. The F Route is screened in views north by property trees, Bridgefoot Farm and mature trees along Lampley Road. It is anticipated that there may be a side filtered view west towards the F Route, however during survey access was restricted to confirm this.	During construction: Low adverse Construction would be for a short duration and temporary. Filtered views northwest and south across fields would include at-height works and for a short period cranes visible in the distance above trees and vegetation constructing the proposed 400kV overhead line and removing the F Route. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible in filtered views northwest and south beyond intervening trees and above trees and hedgerows, on a similar alignment to the removed F Route. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.31	VPD7
D1.H74	Bridge House, North End Road, North End (2 storey detached)	Medium	Local	Medium	375m	The property has views from front upper storey windows across North End Road and fields beyond towards trees and Tickenham Ridge in the distance. The F Route extends across the view in the middle distance and is visible above trees, although partially backgrounded by Tickenham Ridge and trees. Receptors in the property have no views from lower storey windows due to evergreen vegetation in the front garden. Rear views are obscured by dense evergreen and deciduous trees to the garden boundary and to the adjacent pub and industrial estate.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route, visible above trees and hedgerows across the extent of the view and beyond North End Road. Occasional glimpses of construction traffic may be possible between intervening trees. The magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route would be replaced by the proposed 400kV overhead line in the middle distance along a similar alignment. A pylon would appear in slightly more direct views than the existing pylons. The solid column of the T-pylon would make it slightly more noticeable and reduce the degree of backgrounding by Tickenham Ridge. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.38	VPD8
D1.H75	The Old Forge, Track off Lampley Road, North End (2 storey)	Medium	Local	Medium	280m	Receptors have channelled views from upper storey front windows along Lampley Road towards properties and the F Route visible above properties and trees. Timber electricity poles along the road are also visible.	During construction: Low adverse In the short-term there would be channelled views of temporary at-height working and cranes to construct the proposed 400kV overhead line and remove the F Route, visible above properties and trees on Lampley Road. Views would include temporary scaffolding over Lampley Road. Working area likely to be partially visible above field trees including construction traffic and machinery. Anticipate vehicles gaining access will also be visible on Lampley Road where access is gained from Lampley Bridge, but only for a short period. During operation: Low adverse The F Route would be removed and the proposed 400kV overhead line would be visible above properties and trees on Lampley Road, slightly further west. The F Route lattice pylon in direct views would be removed and the T-pylon would be located further north out of views from the property. The conductors would be visible in the middle distance above hedgerows and beyond properties. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

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Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H76	Bridgefoot Farm and adjacent 3 properties including Lampley Farm (2 storey) and The Cottage (bungalow) on the track off Lampey Road, North End	Medium	Local	Medium	250m	Properties have rear upper storey views west across fields towards Acorn Fishery. Views are filtered and obscured in places by garden trees (evergreen and deciduous) and boundary fences/vegetation with the F Route visible in middle distance across the view and above field trees (pylon in direct view). Lampley Farm on the northwest edge have very oblique views west towards the F route although views are partially obscured by roadside embankments. Property views north and east are screened by roadside embankments to Lampley Road and the bridge over the disused railway. The Cottage is a bungalow at the southeast of the track, it has no views due to garden hedges and vegetation.	During construction: Low adverse In the short-term there would be views of temporary at-height working and cranes to construct the proposed 400kV overhead line and remove the F Route, visible above trees. Views would be filtered and obscured in places and include temporary scaffolding over Lampley Road. During operation: Low adverse The F Route would be removed and the proposed 400kV overhead line would be visible above trees, slightly further west. The F Route lattice pylon in direct views would be removed and the T-pylon would be located further south in views from properties. T-pylon angle pylon anticipated to be visible in some oblique views. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.37	N/A
D1.H77	Group of properties on Lampley Road, North End, including Meadow View and the Haven (2 bungalows) and a 2 storey detached property.	High & Medium	Local	Medium	175m	Properties have rear open and filtered views looking northwest across farmland towards the F Route which extends across the view running northeast from an angle pylon in the oblique view. Views are filtered by garden trees and hedgerow which provides screening to the F Route in places. The view from a side elevation upper storey window on the end 2 storey detached property includes a pylon in the near distance adjacent to Lampley Road beyond adjacent properties.	During construction: Low adverse In the short-term there would be views of temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route, with more oblique and filtered glimpses of scaffolding over Lampley Road, access tracks and construction machinery. The magnitude of effect would be low adverse. During operation: Moderate adverse The F Route, supported by lattice pylons, would be replaced in rear northerly views by the new 400kV overhead line, supported by T-pylons, along a similar but slightly closer alignment than the F Route. The direct side elevation view of the F Route lattice pylon would be replaced by a more oblique view of a taller T-pylon. The proposed 400kV overhead line would be taller and more visible above intervening trees and hedgerows across the extent of the view. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.37	N/A
D1.H78	Two properties on Lampley Road, North End (2 storey semi-detached)	High & Medium	Local	Medium	130m	Properties have rear open and filtered views northwest across farmland towards the F Route which extends across the view running northeast from an angle pylon. Views are filtered by garden trees and hedgerow which provides screening to the F Route in places The western end property has filtered garden views towards an F Route pylon adjacent to Lampley Road close in the garden view. There are no direct views of the pylon as the property has no side windows.	During construction: Low adverse In the short-term there would be views of temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route, with more oblique and filtered glimpses of a conductor pulling site, temporary scaffolding, access tracks and construction machinery. This activity would be visible in southerly, northerly and oblique westerly views, the magnitude of effect would be low adverse. During operation: Moderate adverse The F Route, supported by lattice pylons, would be replaced in rear northerly views by the new 400kV overhead line, supported by T-pylons, along a similar but slightly closer alignment than the F Route. Oblique westerly views of an F Route pylon removed would be replaced by a more oblique view north and south of taller T-pylons and the angle pylon that would be a larger structure. The proposed 400kV overhead line would be taller and more visible than the F Route removed above intervening trees and hedgerows across a small extent of the view. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.37	N/A
D1.H79	Properties on the western edge of Horsecastle overlooking Arnold Way, Yatton (2 storey detached)	Medium	Local	Medium	560m	To the north properties along Hawthorn Crescent have views screened by dense trees and planting to the boundary of the housing and along the PRoW and industrial unit opposite. To southern end at Jones Close views are also screened by dense evergreen trees along Arnolds Way. At the central section properties on Briar Mead that back onto Arnolds Way have rear and side direct and oblique views over boundary walls and fences across and along the road and fields opposite. Intervening field trees and hedges form part of views along with Park Farm, Horsecastle Farm and the Smart industrial warehouse to the southern end of Arnolds Way. The F Route crosses the view in the distance beyond buildings, warehouse and field hedges and trees with pylons visible above. Views of the F Route are obscured in places by trees and buildings with no backgrounding. 3 storey properties on southern side of Brunel Way back onto the concrete works. Upper 3rd storey rear views are available over dense boundary trees and the concrete works. Views beyond across fields include the F Route visible above intervening field trees beyond Wemberham Lane and to the west.	During construction: Low adverse In the short-term and from those properties with direct and oblique views to the west there would be views of temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route, visible above trees and vegetation and beyond farms and the Smart industrial warehouse. These are filtered and distant views and the magnitude of effect would be low adverse. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views and replaced by the proposed 400kV overhead line, supported by T-pylons, on a similar alignment but slightly further away to the west. The proposed 400kV overhead line T-pylons would be visible beyond intervening field trees, farms and the Smart industrial warehouse and would be taller with a greater extent visible above trees and buildings. It is anticipated that the top of the T-pylon angle pylon may be visible to the northwest in the distance above trees. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.30	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H80	Residential property and horticultural nursery on Lampley Road, adjacent to the M5 motorway	High & Medium	Local	Medium	225m	This property has side lower and upper storey views east and northeast over garden boundary hedgerows towards the F Route. Views include a pylon visible in direct views beyond flat arable farmland adjacent Lampley Road, and an angle pylon in the oblique view. The angle pylon is partially backgrounded by trees and Tickenham Ridge. Trees along Lampley Road heavily filter oblique views southwest towards the F Route running south. There are no front elevation views due to garden and roadside trees and trees along the boundary of Acorn Fisheries opposite on Lampley Road.	During construction: Moderate adverse In the short-term there would be views of temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route, with views of temporary scaffolding over Lampley Road, bell mouths, access tracks, a conductor pulling site and construction machinery. This activity would be visible in easterly and north easterly views across a large extent of view and close to the property. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse The F Route, supported by lattice pylons, would be removed from the view and the proposed 400kV overhead line, supported by T-pylons, would be closer in the view. The F Route lattice pylon closest to Lampley Road would be removed from direct views. The proposed 400kV overhead line T-pylon would be further north but closer in oblique views, however the T-pylon would be an angle pylon which is a larger structure with a thicker central column and supports making it more visible. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.36	VPD18
D1.H81	Residential properties on the north side of Lampley Road and on Back Lane in Kingston Seymour	High & Medium	Local	Medium	565m	Properties on Lampley Road with rear views north have oblique views northeast across farmland and the M5. These views towards the F Route, east of the motorway, are screened by a tall evergreen conifer hedge adjacent to the M5 on the east side near Lampley Road. Properties on Back Lane with rear views facing east and some front upper filtered views from properties on the west side of Back Lane, are also partly screened by conifer trees along the M5. The most northern group of properties have views of the F Route angle pylon beyond the M5 motorway and the F Route running northeast across Kenn Moor, partly filtered and screened by intervening trees and hedgerows. Traffic on the M5 is glimpsed above and between scrub along the M5.	During construction: Low adverse In the short-term there would be views east beyond the M5 motorway and conifer trees towards temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route. Views would include access tracks, a conductor pulling site and construction machinery. This activity would be visible in easterly and north easterly views across a small extent of view beyond the M5 motorway. The magnitude of effect would be low adverse. During operation: Low adverse Views of the proposed 400kV overhead line, supported by T-pylons, would replace views of the F Route removed on a similar alignment but further west closer to the M5 motorway. Views would include the proposed 400kV overhead line angle pylon but views would be partly screened by the conifer tree planting along the M5 motorway. The T-pylons would be more visible due to the solid central column and the greater height of pylons compared to the lattice pylons removed. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.35	N/A
D1.H82	Residential properties on the southern and eastern side of Ham Lane in Kingston Seymour	High & Medium	Local	Medium	605m	Rear and side lower and upper storey views southeast are open and filtered with the majority of views towards the F Route in the distance, beyond the M5 motorway, filtered by garden trees and hedgerows and or intervening tiled boundary hedgerow and trees. The F Route pylons are glimpsed in the direct and oblique views partly screened by intervening trees and hedgerow backgrounded by high ground to the east. Traffic along the M5 is glimpsed between intervening hedgerow and trees.	During construction: Low adverse Construction would be short term. Anticipate construction activity including at-height works and for a short period cranes would be glimpsed and perceptible in some open and some filtered views, above trees, in a small part of the view. During operation: Low adverse The F Route pylons visible above trees would be removed from a small part of the view and the proposed 400kV overhead line would be slightly closer in the distant view, more visible above hedgerow and trees and higher ground in the east but still filtered in the majority of the view with a small extent of distant views affected. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.34	N/A
D1.H83	Seymour House, Back Lane, Kingston Seymour (2 storey detached)	High & Medium	Local	Medium	705m	Side property views southeast extend across flat farmland and include tall conifer trees along the M5 and the road bridge over the M5. Oblique rear view northeast likely to include the F Route angle pylon and pylons northeast across Kenn Moor partly screened at the base by trees. The F Route is anticipated to not be visible in the side oblique view, including the angle pylon.	During construction: Low adverse In the short-term there would be views east beyond the M5 motorway and conifer trees towards temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route. Views would include access tracks, a conductor pulling site and construction machinery. This activity would be visible in easterly and north easterly views across a small extent of view beyond the M5 motorway. The magnitude of effect would be low adverse. During operation: Low adverse The F Route would be removed from the side and rear oblique view and the proposed 400kV overhead line would be more visible with the angle T-pylons visible and the proposed 400kV overhead line visible extending south partly screened by tall conifer trees along the M5 in side views, and northeast partly screened by trees and backgrounded by higher ground of Tickenham Ridge and Cleeve Ridge to the east. The proposed 400kV overhead line would be taller and more visible than the F Route removed above intervening trees and hedgerows across a small extent of the view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.35	N/A
D1.H84	7 Sunnymede, Back Lane, Kingston Seymour (detached bungalow)	High & Medium	Local	Medium	755m	View east from the front elevation are largely screened by boundary hedgerow; however there are glimpsed property views over the hedgerow east and views are likely from the garden. Views extend over Back Lane, hedgerows and farmland towards the M5 (including glimpses of traffic) and the F Route beyond, including a clear view of the angle pylon and a number of F Route pylons to the northeast across Kenn Moor, partly screened by intervening trees along the M5 and visible above higher ground to the east.	During construction: Low adverse In the short-term there would be views east beyond the M5 motorway and conifer trees towards temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route. Views would include access tracks, a conductor pulling site and construction machinery. This activity would be visible in easterly views across a small extent of view beyond the M5 motorway. The magnitude of effect would be low adverse. During operation: Low adverse The F Route would be removed from the view and the proposed 400kV overhead line would be more visible with the angle T-pylons visible and the proposed 400kV overhead line visible extending south partly screened by tall conifer trees along the M5 in side views, and northeast partly screened by trees and backgrounded by higher ground of Tickenham Ridge and Cleeve Ridge to the east. The proposed 400kV overhead line would be taller and more visible than the F Route removed above intervening trees and hedgerows across a small extent of the view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.35	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H85	3 properties on Back Lane, Kingston Seymour - 2 Bullocks Cottage, Ashleigh Acre and third property (2 storey detached)	Medium	Local	Medium	795m	Upper storey rear views east over gardens, Cranmoor Camping Club and fields towards the M5 motorway and Tickenham Ridge. Trees to garden boundaries(evergreen and deciduous) heavily filter and obscure views but anticipate F Route may be visible in oblique view near angle pylon and above sheds at Cranmoor CCC and Field trees beyond. From road top1/4 of single pylon visible above farm buildings at Cranmoor CCC. Presume 132KV OHL barely perceptible.	During construction: Low adverse In the short-term there would be heavily filtered views east beyond the M5 motorway and conifer trees towards temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route. This activity would be visible in easterly views across a small extent of view beyond the M5 motorway. The magnitude of effect would be low adverse. During operation: Low adverse F Route removed and replaced with views of the proposed 400kV overhead line. Anticipate top of pylons to the east near Rust Lane would be visible above trees and built form but heavily filtered by garden trees and in a small proportion of the oblique view. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H86	Detached bungalow on Back Lane north of Kingston Seymour	High	Local	Medium	935m	Views from single front window across road and fields. Trees, hedge and shrubs to property boundary filter the views. Mature trees and hedgerows filter and obscure views with 2 F Route pylons just visible above the trees in the distance at the angle pylon to the east. The lower part of the pylons is obscured by trees in the distance with the top of pylons visible above and one pylon heavily filtered.	During construction: Low adverse In the short-term there would be filtered views east beyond the M5 motorway towards temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route. This activity would be visible in easterly views across a small extent of view beyond the M5 motorway. The magnitude of effect would be low adverse. During operation: Low adverse F Route removed and proposed 400kV overhead line visible on similar alignment with the top of pylons anticipated to be visible above field trees in distance but only a small part of the proposed 400kV overhead line would be visible and heavily filtered or screened in places. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H87	Group of residential properties accessed off Back Lane - including The Old Farmhouse, Apple Barton, Bullock Farm and Bullbeck.	High & Medium	Local	Medium	790m	Most properties have no views due to orientation, out buildings and boundary trees screening views towards the F Route. The Old Farmhouse has rear views and views from the garden towards the M5 across the fields. Views filtered by boundary trees with the F Route visible at the angle pylon and the F route visible above trees beyond the M5. The F Route forms a small part of oblique views and is heavily filtered.	During construction: Negligible In the short-term there would be heavily filtered views from The Old Farmhouse east beyond the M5 motorway towards barely perceptible temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route. This activity would be visible in easterly heavily filtered views across a small extent of view beyond the M5 motorway. The magnitude of effect would be negligible. During operation: Negligible F Route replaced with the proposed 400kV overhead line on a similar alignment to the F Route and visible in the distance in filtered views between trees but still filtered and largely obscured. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H88	Hope Farm, Kenn Road (2-storey detached)	High and Medium	Local	Medium	80m	Property is in close proximity to the F Route. Views from the front elevation upper storey windows are across the road and fields. The F Route is visible across the extent of the view above intervening buildings and trees. The property also has oblique front and side elevation views to the west towards the F Route as it changes direction ninety degrees.	During construction: Low adverse In the short-term there would be northerly and oblique westerly views of temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route, with more oblique and filtered glimpses of temporary scaffolding over Kenn Road and Rust Lane, construction haul road and machinery. Access routes and bell mouths would also be visible. The property would also have filtered uppers storey southerly views of construction tracks extending west from Kenn Road. Due to the short duration of construction works the magnitude of effect would be low adverse. During operation: Moderate adverse The F Route, supported by lattice pylons, would be removed from rear northerly views and the new 400kV overhead line, supported by T-pylons, would be visible along a similar alignment to the F Route. A T-pylon would be visible in a slightly more direct view than the F Route pylons removed. The proposed 400kV overhead line would be taller and more visible above intervening trees and hedgerows across the extent of the view. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A
D1.H89	Oaklands Farm, Kenn Road (2-storey detached)	High	Local	Medium	90m	Property has oblique southerly and south westerly views from rear and side elevation windows. South westerly views are across Kenn Road and fields towards the F Route with a pylon visible above trees/hedge (three-quarters) and partially filtered by trees along Russ Lane. The angle pylon is visible in a very oblique view. There is a direct southerly view across fields and towards Hope Farm with the F Route passing to the north of the farm. There is a direct view towards a pylon and the angle pylon is visible in an oblique view. South westerly views are partially obscured by farm buildings. Views east are screened by trees along the property boundary and along Kenn Road.	During construction: Low adverse In the short-term there would be oblique southerly and south westerly views of temporary cranes for at-height working to construct the proposed 400kV overhead line and remove the F Route, with more oblique and filtered glimpses of temporary scaffolding over Kenn Road and Rust Lane, access tracks and construction machinery in the near distance. Due to the short duration of construction works the magnitude of effect would be low adverse. During operation: Moderate adverse The F Route, supported by lattice pylons, would be removed and rear views south and south west would include the new 400kV overhead line, supported by T-pylons, along a similar alignment to the F Route removed. The proposed 400kV overhead line T-pylons would be taller and more visible above intervening trees and hedgerows across the extent of the view. The angle pylon on the F Route removed would be replaced by angle T-pylons on the proposed 400kV overhead line. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.39	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H90	Properties on Kenn Road at Walnut Farm and Unique Farm including Willow House (2-storey detached)	High and Medium	Local	Medium	230m	Mix of views and extent of views from properties. Properties on east side of road have rear views except Unique Farm where views are from land and horse training area. Walnut Tree Farm has view across road and between properties. F Route in middle distance but relatively close. Views comprise fields or gardens and mature trees/woodland to rear that filter and obscure views. F Route conductors and pylons visible in places but largely obscured by woodland and evergreen high hedge to rear of Clevedon Salesrooms.	During construction: Low adverse For a short duration of time there would be views of at-height working to construct the proposed 400kV overhead line and remove the F Route in easterly views. At height works and scaffolding over Kenn Road would be partially visible but intervening hedgerows and trees would partially screen these activities. The magnitude of effect would be low adverse. During operation: Low adverse The F Route would be removed from views and the proposed 400kV overhead line would be visible. The T-pylons and conductors would be more visible above trees and slightly more prominent due to the increased height and the solid central column and cross arm. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H91	Properties on Kenn Road between Littlemead and Walnut Tree Farm (2-storey detached)	High and Medium	Local	Medium	350m	Receptors have views across Kenn Road and above tall roadside hedge on opposite side of the road. Lower storey views are largely obscured by the hedge or property boundaries. Views are across fields and hedges. The F Route is visible above trees in middle distance. Littlemead has no view due to screening from boundary walls and tall evergreen hedges.	During construction: Low adverse For a short duration of time there would be views of at-height works relating to the construction of the proposed 400kV overhead line and dismantling of the F Route in direct and oblique views to the east and south east with works visible above trees and hedgerows. This would result in a low adverse magnitude of effect. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views and the proposed 400kV overhead line, supported by T-pylons, would be visible on the same alignment as the F route removed, with greater extent of overhead line visible above trees and rising above Cleeve Hill due to the increased size and solid central column of the T-pylon. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.40	VPD27
D1.H92	Kenn Court Farm, Kenn Road (2-storey detached and a bungalow)	High and Medium	Local	Medium	925m	Direct open views along drive, across Kenn Road and over fields towards Cleeve Ridge. Intervening field trees and hedgerows form part of the view with the F Route visible above and backgrounded by Cleeve Ridge. Views are channelled with trees and farm buildings obscuring parts of the view on either side. Limited views available from the bungalow due to farm building largely screening view.	During construction: Low adverse In the short-term distant views of at-height works relating to the construction of the proposed 400kV overhead line and dismantling of the F Route would be possible in direct views to the south with works visible above trees and hedgerows. This would form a small extent of views towards the Proposed Development and this together with the viewing distance would result in a low adverse magnitude of effect. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views and the proposed 400kV overhead line, supported by T-pylons, would be visible on a similar alignment with a greater extent of the overhead line visible above trees and Cleeve Ridge in the distance due to the increased size and solid central column of the T-pylon. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.40	VPD27
D1.H93	Properties on Kenn Street in Kenn (2-storey detached)	High and Medium	Local	Medium	795m	Properties on south side have upper and lower storey rear views across fields south and south east, with intervening hedges and field trees in places but generally open. In the distance mature trees along Meadmoor Rhyme background views with the F Route visible above trees and backgrounded by Cleeve Ridge. Properties on the north side of the road generally have no views due to screening by properties and trees opposite with some glimpsed views available in places.	During construction: Low adverse In the short-term distant views of at-height works and cranes constructing the proposed 400kV overhead line and dismantling the F Route will be visible above trees. A low proportion of the view would be affected and this together with the viewing distance would result in a low adverse magnitude of effect. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views and the proposed 400kV overhead line, supported by T-pylons, would be visible on a similar alignment with a greater extent of overhead line visible above trees and Cleeve Ridge due to increased size and solid central column of the T-pylon. A low proportion of the view would be affected and this together with the viewing distance would result in a low adverse magnitude of effect. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.42	VPD27
D1.H94	Property on Kenmoor Road south of Kenn Street, Kenn	High and Low	Local	Medium	525m	Receptors have front upper and lower storey views south along Kenmoor Road with oblique views across fields to the southeast with the F Route pylon and conductors visible in the distance but filtered in places by trees.	During construction: Low adverse In the short-term distant views of at-height works relating to the construction of the proposed 400kV overhead line and removal of the F Route would be possible in oblique views to the southeast. These are partial, oblique and filtered views with a small proportion of the view affected for the short-term resulting in a low adverse magnitude of effect. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views southeast and the proposed 400kV overhead line, supported by T-pylons, would be visible on a similar alignment with the T-pylon more obliquely visible as it would be further east. A small proportion of oblique views would be affected and the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.43	N/A
D1.H95	Newly constructed property on Kenmoor Road, near the junction with Ham Lane and Claverham Drove	High and Low	Local	Medium	570m	Receptors have a lower storey side view to the west over roadside hedgerows on Kennmoor Road with the F Route visible above trees in the middle distance across Kenn Moor. Oblique rear views northwest are similar. Views north are screened by the adjacent buildings. Views northeast are available in places towards trees and hedgerows across Kenn Moor.	During construction: Low adverse In the short-term middle distance views above trees of at-height works relating to the construction of the proposed 400kV overhead line and removal of the F Route would be possible in views to the west and northwest over roadside hedgerows. Similar oblique views would glimpsed to the north east in the distance. This would form a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views west and northwest, visible above roadside hedgerows and trees, and the proposed 400kV overhead line, supported by T-pylons, would be visible on a similar alignment with a greater extent of the T-pylon visible due to their greater height. The T-pylon would be visible in places in oblique distant views northeast beyond trees and hedgerows. A small proportion of views would be affected and the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.46	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H96	The Retreat, Rust Lane near Kenn Road, Kenn (single storey)	High	Local	Medium	530m	Views possible to the south from rear of property through one window. Window looks out over paddock adjacent and mature trees and hedges at the boundary. The view is very channelled towards an F Route angle pylon above mature trees and hedgerows. The rest of the view is screened by a stable block/barn in close proximity to the south.	During construction: Low adverse In the short-term distant views of at-height works relating to the construction of the proposed 400kV overhead line and the removal of the F Route would be glimpsed in oblique views to the south beyond fields and mature trees and hedgerows. Views would be partial, oblique and filtered resulting in a low adverse magnitude of effect. During operation: Low adverse The F Route angle pylon would be removed from views above trees and hedgerows and the proposed 400kV overhead line angle pylon would be visible on a similar alignment with a greater extent of pylon visible above trees and hedgerows due to the greater height and larger structure of the T-pylon angle pylon, however this may be partially screened by a stable block. A small proportion of views would be affected and the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H97	Properties on Duck Lane, off Kenn Street in Kenn (2-storey detached and a bungalow)	High and Medium	Local	Medium	550m	Properties at northern end on eastern edge have upper and some lower storey views across gardens and fields looking east towards Kenmoor Road and across Kenn Moor. The F Route is visible in the distance above hedgerows and field trees. Properties on western side of road have same upper storey views channelled through gaps between properties opposite and view same as described above. Properties to southern end of road generally have no views due to dense trees and conifers around property on Kenmoor Road (receptor D1.H94) and to garden boundaries.	During construction: Low adverse In the short-term distant, partial views of at-height works relating to the construction of the proposed 400kV overhead line and the removal of the F Route would be possible in direct and oblique views to the south and east. These are partial and some filtered views which, together with the viewing distance will result in a low adverse magnitude of effect. During operation: Low adverse The F Route would be removed from views and the proposed 400kV overhead line would be visible on a similar alignment with a greater extent of overhead line visible above trees and rising above Cleeve Ridge in the background due to the increased size of the T-pylon and the solid central column. A small proportion of the view would be affected and the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.43	N/A
D1.H98	Barberry Farm, Kenmoor Road (bungalow)	High	Local	Medium	255m	Side view over high boundary hedge west across Kenmoor Road and moors. The F Route is visible across view above trees and one pylon is visible in direct view. Oblique views available northwest from front of property through drive access with F Route visible beyond the road across moor and above trees.	During construction: Low adverse In the short-term views of at-height works relating to the construction of the proposed 400kV overhead line and dismantling of the F Route would be possible in views above trees and between the property driveway to the west and northwest across the moors. Views would be partial above the boundary hedge, and in places oblique and above trees resulting in a low adverse magnitude of effect. During operation: Low adverse The F Route would be removed from the view and the proposed 400kV overhead line would be visible on a similar alignment with a greater extent of overhead line visible above trees against the sky. The T-pylons would be more visible than the F Route lattice pylons removed due to the greater height and solid central column of the T-pylon. A small proportion of the view would be affected and the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H99	Rose Bungalow on Kenmoor Road between Manor Farm and Barberry Farm (2-storey detached)	High and Medium	Local	Medium	60m	Front filtered oblique north easterly view from lower storeys across Kenmoor Road and Kenn Moor. The F Route is visible very obliquely above field trees across Kenn Moor. There is a direct view north from a small side window to F Route conductors. Westerly rear views are possible over and between garage and stables across the moor. An F Route pylon is visible in direct views and is in close proximity to the property. The F Route is visible above field trees across the extent of the view. Oblique views along the F Route are possible.	During construction: Moderate adverse In the short-term there would be direct and near distance northerly and westerly views of construction activity including temporary cranes to construct the proposed 400kV overhead line and remove the F Route. A bell mouth, the construction haul road and traffic using it would be visible to the property boundary to the immediate north of the property with scaffolding across Kenmoor Road visible beyond. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route, supported by lattice pylons, would be removed and the proposed 400kV overhead line, supported by T-pylons, would be visible in the near distance northerly, westerly and north westerly views. The proposed 400kV overhead line would be on a similar alignment to the F Route removed but would be taller and more visible above intervening trees and hedgerows across the extent of the view. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.45	VPD21
D1.H100	Manor Farm and offices on Kenmoor Road	High and Medium	Local	Medium	75m	Southerly views from the rear of the property are towards the F Route crossing Kenmoor Road in the near view, garden trees provide some filtering of the view. An F Route pylon is visible in the direct view but filtered by field trees. There are easterly views from the side of the property across Kenn Moor and along the F Route with pylons visible above trees. The F Route is in close proximity to the property. Views from the rear garden are more extensive along the F Route to the southwest and east. Views from office buildings are restricted due to garden trees and walls.	During construction: Moderate adverse In the short-term there would be direct and near distance southerly and easterly views of construction activity including temporary cranes to construct the proposed 400kV overhead line and remove the F Route. Temporary scaffolding over Kenmoor Road, a bell mouth, the construction haul road and traffic using it would be visible to the immediate south of the property. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route would be removed and the proposed 400kV overhead line would be visible in near distance southerly and easterly views. The proposed 400kV overhead line, supported by T-pylons, would be on a similar alignment to the F Route removed but being taller would be more visible above intervening trees and hedgerows across the extent of the view. A T-pylon would be visible closer in more direct views than the F Route lattice pylons removed. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.44	VPD9

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H101	Orchardlea, Kennmoor Road (bungalow)	High	Local	Medium	190m	View north along Kennmoor Road to Tickenham Ridge. Views east screened by outbuildings. Views south heavily filtered and screened by orchard and Manor Farm obscuring views of the F Route.	During construction: Negligible There may be filtered and glimpsed views of at-height construction and dismantling works but the extent of intervening vegetation would result in a negligible change to the view. During operation: Negligible Negligible as the view would remain similar to the baseline view. The proposed 400kV overhead line would be barely perceptible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.44	VPD9
D1.H102	Properties at the north end of Kennmoor Road including Kenn Pier Cottage, Rosecroft Cottage, Riverside Farm, Fieldings Farm, Moorside Farm, The Limes and Woodruff Nursery (2-storey detached and bungalows)	High and Medium	Local	Medium	755m	Mix of no views due to farm and nursery buildings and boundary vegetation with views east from some properties across fields to mature hedge and trees along Western Drainage Rhyne and Lilypool Drove. The F Route generally not visible but may be visible in places above trees from upper storeys. Some properties also have filtering from boundary trees. The Limes has upper and lower storey views from the rear and 1 F Route pylon is visible above trees. No views from Rosecraft Cottage, Fieldings Farm and Woodruff Nursery.	During construction: Low adverse In the short-term distant views above hedgerows and trees of at-height works relating to the construction of the proposed 400kV overhead line and dismantling of the F Route would be possible from some properties. These are partial and filtered views, which, together with the viewing distance would result in a low adverse magnitude of effect. During operation: Low adverse The F Route would be removed from views and the proposed 400kV overhead line would be visible in places on a similar alignment with a greater extent of overhead line visible above trees from upper storey windows and from lower storeys of The Limes. The T-pylons would be more visible due to the greater height and the solid central column and cross arms of the T-pylon. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.48	N/A
D1.H103	Watermead bungalow, Riverside and Moor View on Nailsea Wall (bungalow and 2-storey properties)	Medium and High	Local	Medium	850m	Views south over river and across fields obscured by dense trees and hedges along Lilypool Drove and adjacent drains. F Route barely discernible.	During construction: Negligible In the short-term distant views of at-height works relating to the construction of the proposed 400kV overhead line and the removal of the F Route would be barely discernible from this receptor. During operation: Negligible The proposed 400kV overhead line would be barely discernible due to viewing distance and intervening vegetation. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.49	N/A
D1.H104	Wild Orchard Bungalow on Nailsea Wall	High	Local	Medium	810m	Views south from this property are screened by vegetation and field boundaries. F Route pylons and conductors can be seen near the River Kenn to the east over field boundary hedgerows and trees in the distance.	During construction: Low adverse In the short-term distant, partial views of at-height works relating to the construction of the proposed 400kV overhead line and the dismantling of the F Route would be partially visible to the southeast over field boundary hedgerows and trees. These are partial and filtered views which, together with the viewing distance would result in a low adverse magnitude of effect. During operation: Low adverse The F Route would be removed from views and the proposed 400kV overhead line would be visible on a similar alignment with a greater extent of the proposed 400kV overhead line visible above trees and Cleve Ridge in the background due to the greater height and the solid central column and cross arm of the T-pylons. This would form a small proportion of the view resulting in a low adverse magnitude. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.49	N/A
D1.H105	Property on Nailsea Wall near a pumping station (2-storey detached)	High and Medium	Local	Medium	605m	Property has southerly views from front elevation windows over the River Kenn and across Kenn Moor towards field trees in the middle distance with the F Route visible above field trees. Views are filtered in places by boundary trees.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route in the middle distance across the view and visible above trees. Glimpses of construction traffic using the haul road may be possible between intervening trees. This would form a moderate proportion of the view resulting in a low adverse magnitude. During operation: Moderate adverse In the short and medium-term the F Route, supported dby lattice pylon, would be removed from views and the proposed 400kV overhead line, supported by T-pylons, would be visible on a similar alignment but slightly further north. The greater height and solid central column of the T-pylon would make it more visible above trees across the view than the F Route removed. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some screening and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.51	N/A
D1.H106	Nailsea Wall Farm, Nailsea Wall Lane, West End (2-storey detached)	High and Medium	Local	Medium	405m	Property receptors have south westerly views from the rear elevation windows across farmland and Kenn Moor with the F Route visible in the middle distance. The view extends along the F Route. Mature trees to field boundaries and along the River Kenn filter and obscure the F Route in places. North easterly views from front elevation windows are generally screened or obscured by intervening farm buildings.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route. Given the angle of the view the property would experience views along the proposed construction and removal works. Glimpses of construction traffic using the haul road may be possible between intervening trees. This would form a moderate proportion of the view resulting in a low adverse magnitude. During operation: Moderate adverse In the short and medium-term the F Route would be removed from views and the proposed 400kV overhead line would be visible on a similar alignment. The solid central column of the T-pylons and the greater height would make it more visible above intervening trees with a greater extent of the proposed 400kV overhead line visible than the F Route removed. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	N/A	N/A

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H107	Little Manor and Manor Park Farm on Nailsea Wall Lane (two storey detached)	High Medium	Local	Medium	565m	Views from Little Manor and Manor Park Farm are screened by vegetation along Nailsea Wall Lane and garden planting. Views from Manor Park Farm are partially obscured north by vegetation and built form on Nailsea Moor Lane. West End Lane and Netherton Wood Lane, as well as outbuildings. The F Route is just visible through gaps in trees with views filtered in places. The F Route is backgrounded by Tickenham Ridge and Nailsea Moor. The W Route is partially visible in oblique side views from properties.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route in the middle distance across the view. Glimpses of construction traffic using the haul road may be possible between intervening trees. The magnitude would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed and the proposed 400kV overhead line would be slightly further away and partially visible in places. The solid column of the T-pylon and its greater height would make it more visible in views than the F Route removed. The magnitude would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H108	West End Farm, Nailsea Moor Lane (2-storey detached)	High and Medium	Local	Medium	530m	Rear views and side view to Nailsea Moor and Twickenham Ridge. Rear view obscured in places by farm buildings and garden trees. Views include filtering in middle distance by trees along Parish Brook. F Route visible along Parish Brook but largely filtered by trees along brook with pylons visible in places backgrounded by Tickenham Ridge. Side view east is oblique along the F Route.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route above trees and through tree filtering across the view. Glimpses of construction traffic using the haul road may be possible between intervening trees. The magnitude would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed and the proposed 400kV overhead line would be further away to the north and partially visible in places. The solid column of the T-pylon and its greater height would make it more visible in views than the F Route removed but a similar height due to it being further north across Nailsea Moor. The magnitude would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H109	The Hollies Cottage on Netherton Wood Lane, West End (2-storey detached)	High and Medium	Local		665m	Rear views from upper and lower storeys towards Nailsea Moor and Tickenham Ridge. View partially obscured by outbuilding and filtered in places by trees along Nailsea Moor Lane. F Route visible and filtered by trees along Parish Brook.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route above trees and through tree filtering across the view. Glimpses of construction traffic using the haul road may be possible between intervening trees. The magnitude would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed and the proposed 400kV overhead line would be further away to the north and partially visible in places. The solid column of the T-pylon and its greater height would make it more visible in views than the F Route removed but a similar height due to it being further north across Nailsea Moor. The magnitude would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H110	Elm Tree Farm and Myrtle Farm, Nailsea Wall Lane, West End	High Medium	Local	Medium	795m	Views from Elm Tree Farm and Myrtle Farm are partially obscured north by vegetation and built form on Nailsea Moor Lane, West End Lane and Netherton Wood Lane, as well as each properties own outbuildings. The F Route is just visible in the distance backgrounded by Tickenham Ridge and Nailsea Moor. The W Route is partially visible in oblique side views from properties above and between properties and trees on Nailsea Wall lane and Netherton Wood Lane.	During construction: Low adverse In the short-term there would be partial and filtered views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route in the distance in a small proportion of views. The magnitude would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed and the proposed 400kV overhead line would be further away to the north and partially visible in places. The solid column of the T-pylon and its greater height would make it more visible in views than the F Route removed but a similar height due to it being further north across Nailsea Moor. A small proportion of the view would be affected and the magnitude would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H111	Properties on Netherton Wood Lane, West End (2-storey detached)	Moderate	Local	Medium	735m	Rear views north east towards Nailsea across farmland and across Nursebatch Farm and properties in West End on West End Lane. Views include W Route across the view on rising ground with Nailsea and Tickenham Ridge beyond. Trees and built form obscure and filter views in places. Oblique views from some properties down to Nailsea Moor and the F Route just visible above trees across Nailsea Moor.	During construction: Low adverse Works associated with the construction of the W Route CSEPP and removal of part of the W Route would be only just visible in the distance. Works at ground level would be completely obscured from view due to intervening vegetation and topography. During operation: Low adverse The W Route is largely removed from views and replaced with 132kV underground cables with the upper sections of the CSEPP just about visible in some views. The F Route would be removed from oblique views and the proposed 400kV overhead line introduced but further away to the north across Nailsea Moor. The proposed 400kV overhead line would be just visible at the top of Tickenham Ridge in the distance. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.54	N/A
D1.H112	Properties in West End on West End Lane	High and Medium	Local	Medium	590m	Properties have varied orientation and extent of view. Properties on West End Lane look northwest towards Tickenham Ridge with views across fields and land sloping down to Nailsea Moor. Views include the F Route across Nailsea Moor filtered and obscured in places by trees along Nailsea Moor Lane and at Parish Brook adjacent to the F Route. Landform also obscures the bottom half of the F Route. Conductors visible and some pylons but backgrounded by Tickenham Ridge. In places garden trees vegetation and walls filter or screen some views partially. Properties have rear and side views east across farmland towards Nailsea with the W Route across the view.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route visible across the view above trees and landform at Nailsea Moor. Works associated with the construction of the CSEPP and removal of part of the W Route would be partially visible in the distance. Works at ground level including the 132kV underground cable works near Engine Lane would be obscured from views due to intervening vegetation and topography. During operation: Low adverse The F Route would be removed from views and the proposed 400kV overhead line would be further north across Nailsea Moor, visible above trees and landform and more prominent in views due to the solid central column and cross arms of the T-pylon. The W Route would largely be removed from views to the east and new 132kV underground cables installed with the upper sections of the CSEPP terminal pylon just about visible in some views. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.55 and D1.90	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H113	The Tyrings, Nailsea Moor Lane, West End (2-storey detached)	High and Medium	Local	Medium	565m	Views northwest to Tickenham Ridge across Nailsea Moor from higher ground with F Route visible and some filtering from trees along Parish Brook. Side view northeast towards Nailsea and Nailsea Moor across farmland and includes the F Route and W Route in views. View from elevated ground and is across properties in West End with W Route on rising ground beyond. Views include Tickenham Ridge in distance and the top of the F Route and W Route just visible at the top of the ridge.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route across the view. Glimpses of construction traffic using the haul road may be possible between intervening trees. The magnitude would be low adverse. During operation: Low adverse The F Route would be removed from the view and the proposed 400kV overhead line introduced slightly further north and more prominent above trees in rear views due to the solid central column and cross arm of the T-pylon. In side views, the W Route would be removed from the view and the 132kV underground cables route would not be visible. The proposed 400kV overhead line would be visible in oblique views across Nailsea Moor and visible above trees. The F Route and W Route pylons would be removed from views on the top of Tickenham Ridge where the top of two pylons are just visible above trees. The proposed 400kV overhead line would be just visible at top of Tickenham Ridge with a greater extent of T- pylon visible above trees, compared to the lattice pylons removed, due to the greater height and solid central column and cross arm of the T- pylon. A small proportion of the view would be affected and the magnitude would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.90	N/A
D1.H114	Properties on West End Lane in West End near Nurse Batch Farm	Medium	Local	Medium	390m	Upper storey direct and oblique views north and northwest towards Nailsea Moor. Properties are set in low ground within an undulating landform and built form, trees and landform obscure and filter views and filter. The W Route is partially visible in places but mainly just conductors and the top of one pylon.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route across the view north. There would be similar views in places to the northeast where the W Route would be removed and the 132kV underground cables route installed. Glimpses of construction traffic using the haul road may be possible between intervening trees. A small proportion of views would be affected and the magnitude would be low adverse. During operation: Low adverse The F Route would be removed from views north and the W Route removed from views northeast. The top of the proposed 400kV overhead line would be visible further away across Nailsea Moor to the north. A small proportion of the view would be affected and the magnitude would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.90	N/A
D1.H115	Greenhill, West End Lane, West End (bungalow)	High	Local	Medium	360m	The bungalow is on high ground adjacent to West End Lane with views east across farmland towards the W Route. Receptors have oblique views northeast and side views west to Nailsea Moor from elevated ground on a small hill. The F Route is visible in places but only the top of pylons that are partially obscured by properties and landform. There are distant views to the two F Route and W Route pylons visible above trees on the top of Tickenham Ridge.	During construction: Low adverse In the short-term at-height works associated with the construction of the CSEPP terminal pylon, the re-tensioning of the conductors between pylon W35 and the CSEPP and the removal of sections of the W Route would be partly visible. Works at ground level, including the 132kV underground cables route, would be obscured from views due to intervening topography and vegetation. During operation: Low beneficial The W Route and in the distance the F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible further north across Nailsea Moor and would be more visible due to the solid central column and cross arm of the T-pylons. The upper sections of the CSEPP terminal pylon of the W Route would be partially visible against the sky, with lower sections screened by intervening vegetation and landform. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.56 and D1.57	N/A
D1.H116	Nursebatch Farm, West End Lane, West End	High	Local	Medium	290m	Open view east across farmland towards the W Route. Oblique view northeast and side view west to Nailsea Moor from elevated ground on a small hill. The W Route is visible in places but only the top of pylons and partially obscured by properties and landform. There are distant views to the two F Route and W Route pylons visible above trees on the top of Tickenham Ridge	During construction: Low adverse In the short-term at-height works associated with the construction of the CSEPP terminal pylon, the re-tensioning of the conductors between pylon W35 and the CSEPP and the removal of sections of the W Route would be partly visible. Works at ground level, including the 132kV underground cables route, would be obscured from views due to intervening topography and vegetation. During operation: Low beneficial The W Route and in the distance the F Route, supported by lattice pylons, would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible further north across Nailsea Moor and would be more visible due to the solid central column and cross arm of the T-pylons. The upper sections of the CSEPP terminal pylon of the W Route would be partially visible against the sky, with lower sections screened by intervening vegetation and landform. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.56 and D1.57	N/A
D1.H117	Broadmead Cottage, West End Lane, West End (2-storey detached)	High	Local	Medium	475m	Views largely obscured by property garage. Channelled front view towards Nailsea Moor with the F Route conductors visible. Side upper storey view includes top of two W Route pylons rising above hill to the east.	During construction: In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route from across the view. Glimpses of construction traffic using the haul road may be possible between intervening trees. A small proportion of views would be affected and the magnitude would be low adverse. During operation: Low adverse The W Route would be removed from side views. the F Route would be removed from front views and the proposed 400kV overhead line would be visible further away to the north across Nailsea Moor. The proposed 400kV overhead line T-pylons would appear shorter than the F Route lattice pylons removed due to it being further north across Nailsea Moor. Conductors and possibly one pylon would be partially visible. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H118	Yew Tree House, West End Lane, West End	High and Medium	Local	Medium	445m	Receptors have front views west across Nailsea Moor heavily filtered by garden trees and vegetation with some F Route pylons visible. Side view north across Nailsea Moor open towards Tickenham Ridge with two F Route pylons and conductors visible. One behind trees in field rear view to east includes W Route but partially filtered by garden trees and vegetation.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route across the view. Glimpses of construction traffic using the haul road may be possible between intervening trees. In the short term at-height works associated with the construction of the CSEPP and the removal of the W Route would be partly visible. Works at ground level, including the 132kV underground cables route works, would be obscured from views due to intervening topography and vegetation. A small proportion of views would be affected and the magnitude would be low adverse. During operation: Low adverse The F Route would be removed from side views. The proposed 400kV overhead line would be visible further north across Nailsea Moor and the T-pylons would appear shorter than the F Route removed due to it being further north. Much of the W Route would be removed from the view with the upper section of the CSEPP partially visible against the sky; with the lower part screened by intervening vegetation and landform. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H119	pylonhouse Farm, West End Lane, West End	High	Local	Medium	430m	Lower storey rear view north from single window and oblique upper window to Nailsea Moor and the F Route. Rear and side views east to W Route and Nailsea rugby club.	During construction: Low adverse In the short-term there would be views north of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route across the view towards Nailsea Moor. In views east at-height works associated with the construction of the CSEPP and the removal of the W Route would be partly visible. Works at ground level, including the 132kV underground cables route, would be obscured from views due to intervening topography and vegetation. A small proportion of views would be affected and the magnitude would be low adverse. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from views north across Nailsea Moor. The proposed 400kV overhead line, supported by T-pylons, would be visible further away to the north and T-pylons would appear shorter than the F Route removed due to it being further north across Nailsea Moor. 2-3 spans of the W Route, supported by lattice pylons, would be removed from rear and side views with the upper section of the CSEPP visible against the sky; with the heavier gauge steel making it slightly more prominent than the lattice suspension pylon it would replace. The lower sections of the pylon and the 132kV underground cables route would be screened from views by intervening vegetation and landform. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H120	Rushlands, West End Lane, West End	High and Medium	Local	Medium	375m	Rear open views across Nailsea Moor with the F Route close to the property garden along Parish Brook and a lattice pylon in direct views. Side views along F Route to Tickenham Ridge and to the W Route. Front views include the W Route crossing farmland.	During construction: Low adverse In the short-term there would be rear and side views of temporary at-height working to construct the proposed 400kV overhead line to the north and west across the view, and beyond the F Route, and to remove the F Route in the near distance. Views would include construction work areas across Nailsea Moor, the construction haul road and temporary scaffolding in places over Parish Brook and drains to the north. To the west the construction access route from West End Lane would be visible. Front views southeast would include at-height works visible in the distance to construct the CSEPP and remove the W Route. A moderate proportion of the view would be affected for a short duration and the magnitude would be low adverse. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from near views and the proposed 400kV overhead line, supported by T-pylons, would be visible further north across Nailsea Moor. The proposed 400kV overhead line would be less visible in side views across Nailsea Moor and towards Tickenham Ridge. The proposed 400kV overhead line T-pylons would appear shorter than the F Route lattice pylons removed due to it being further north across Nailsea Moor. The W Route would be removed from front views south and side views east. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.59	VPD11
D1.H121	Coombe Farm and Coombe Barton, West End Lane, West End (2 detached properties)	High and Medium	Local	Medium	415m	Front views across Nailsea Moor with the F Route visible along Parish Brook across views. Side views along F Route to Tickenham Ridge and to the W Route. Rear views include the W Route crossing farmland on rising ground to the south.	During construction: Low adverse In the short-term there would be front and side views of temporary at-height working to construct the proposed 400kV overhead line to the north and west across the view, and beyond the F Route, and to remove the F Route in the near distance. Views would include construction work areas across Nailsea Moor, the construction haul road and temporary scaffolding in places over Parish Brook and drains to the north. To the west the construction access route from West End Lane would be visible. Rear views south would include at-height works visible to construct the CSEPP and remove the W Route visible above landform and trees in places. The construction access route would be through the farm grounds and in close proximity for a short duration whilst construction vehicles pass. Works at ground level, including the 132kV underground cables route, would be obscured from views due to intervening topography and vegetation. A moderate proportion of the view would be affected for a short duration and the magnitude would be low adverse. During operation: Low adverse The F Route, supported by lattice pylons, would be removed from near front views and the proposed 400kV overhead line, supported by T-pylons, would be visible further north across Nailsea Moor. The proposed 400kV overhead line would be less visible in side views across Nailsea Moor and towards Tickenham Ridge. The proposed 400kV overhead line T-pylons would appear shorter than the F Route lattice pylons removed due to it being further north across CSEPP would be visible against the sky; the heavier gauge steel making it slightly more prominent than the lattice suspension pylon it replaced. The lower sections of the CSEPP and the 132kV underground cables route would be screened from views by intervening vegetation and landform. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.59	VPD11

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

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The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H122	Box Cottage and Middle Cottage, West End Lane, West End	High	Local	Medium	505m	Front views across Nailsea Moor with the F Route visible along Parish Brook across views with some filtering by garden bushes. Side views to the W Route in close proximity and passing over West End Lane. Rear views include the W Route crossing Nailsea rugby club to the southeast and farmland on rising ground to the south. A pylon is visible to the southeast in close to receptors with some filtering by garden bushes.	During construction: Low adverse In the short-term there would be front views of temporary at-height working to construct the proposed 400kV overhead line to the north and west across the view, and beyond the F Route, and to remove the F Route. Views would include construction work areas across Nailsea Moor, the construction haul road and temporary scaffolding over North Drove. Rear partially filtered views south and west would include at-height works visible to construct the CSEPP in the distance and remove the W Route visible in close proximity to the west passing over West End Lane and to the south above landform and trees in places. Views would include temporary scaffolding to the west over West End Lane and the rugby club access road that would also form a construction access route. Works at ground level, including the 132kV underground cables route, would be obscured from views due to intervening topography and vegetation. A moderate proportion of the view would be affected for a short duration and the magnitude would be low adverse During operation: Low adverse The F Route, supported by lattice pylons, would be removed from front partially filtered views and the proposed 400kV overhead line, supported by T-pylons, would be visible further north across Nailsea Moor. The proposed 400kV overhead line T-pylons would appear shorter than the F Route lattice pylons removed due to it being further north across Nailsea Moor. The W Route would be removed from views east and south in close proximity over West End Lane. The CSEPP would be just visible in partially filtered views in the distance against the sky; the heavier gauge steel making it slightly more prominent than the lattice suspension pylon it replaced. The lower sections of the CSEPP and the132kV underground cables route would be screened from views by intervening vegetation and landform. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.59	N/A
D1.H123	Popler Farm and Popler Cottage, West End Lane, West End	High and Medium	Local	Medium	520m	Rear views across Nailsea Moor with the F Route visible along Parish Brook across views. Side views east to the W Route in close proximity and passing over West End Lane. Front views south include the W Route crossing Nailsea rugby club and farmland on rising ground to the south. A pylon is visible to the south with some filtering by vegetation.	During construction: Low adverse In the short-term there would be rear views of temporary at-height working to construct the proposed 400kV overhead line to the north and west across the view, and beyond the F Route, and to remove the F Route. Views would include construction work areas across Nailsea Moor, the construction haul road and temporary scaffolding over North Drove. Rear partially filtered views south and west would include at-height works visible to construct the CSEPP in the distance and remove the W Route visible in close proximity to the west passing over West End Lane and to the south above landform and trees in places. Views would include temporary scaffolding to the west over West End Lane and the rugby club access road that would also form a construction access route. Works at ground level, including the 132kV underground cables route, would be obscured from views due to intervening topography and vegetation. A moderate proportion of the view would be affected for a short duration and the magnitude would be low adverse During operation: Low adverse The F Route, supported by lattice pylons, would be removed from rear views and the proposed 400kV overhead line, supported by T-pylons, would be visible further north across Nailsea Moor. The proposed 400kV overhead line T-pylons would appear shorter than the F Route lattice pylons removed due to it being further north across Nailsea Moor. The W Route would be removed from views east and south in close proximity over West End Lane. The CSEPP would be just visible in partially filtered views in the distance against the sky; the heavier gauge steel making it slightly more prominent than the lattice suspension pylon it replaced. The lower sections of the CSEPP and the132kV underground cables route would be screened from views by intervening vegetation and landform. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.59	N/A
D1.H124	50-58 Engine Lane, Nailsea	Medium	Local	Medium	460m	Upper storey views from elevated ground across road to rugby club and beyond down to Nailsea Moor and Tickenham Ridge. W Route passes over the rugby club and is visible across views. The F Route is visible in the distance but only in oblique views and only the top of pylons are visible for a small extent of the view.	During construction: Moderate adverse In the short term at-height works associated with the construction of the CSEPP and the removal of the W Route would be partly visible. The 132kV underground cables route works would be visible in close proximity on the opposite side of Engine Lane over roadside hedgerows. and would comprise the removal of existing vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. The stone wall along Engine Lane would partially screen proposed cable works in the view. A construction access would be formed by a bell mouth turning off Engine Lane requiring a gap to be created in the stone wall and hedgerow. The proposed compound and laydown area would be partially visible to the southeast, filtered in the view by intervening hedgerow and trees. In the distance at-height works to construct the proposed 400kV overhead line and remove the F Route would be just visible across Nailsea Moor. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low beneficial The F Route would be removed and the proposed 400kV overhead line would be visible further away across Nailsea Moor in the distance and more visible in oblique views. 2-3 spans of the W Route would be removed from across the view. The CSEPP would be partially visible to the southeast, viewed against the sky but filtered by intervening vegetation. Initially the reinstated and reseeded underground cable swathe would be visible beyond the stone wall, along with replanted hedgerow field boundaries in the short and medium-term. The access gap formed in the stone wall would be replaced. The W Route would be removed from a small proportion of views resulting in a beneficial visual effect. The Proposed Development would result in a low beneficial magnitude in views from this receptor. After 15 years: Low beneficial Long term views of the underground cable swathe 15 years after completion would be similar to those experienced in the baseline condition as established grass and hedgerows would render the swathe indistinguishable. Replacement tree and hedgerow planting would have matured and would effectively screen the 9m high CSEPP.	Moderate adverse	Minor beneficial	Minor beneficial	D1.58	N/A
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 (2-storey detached)	High and Medium	Local	Medium	460m	Properties along edge of settlement looking across Nailsea Moor and towards Tickenham Ridge. The W Route is in close proximity adjacent to property boundaries on the settlement edge with the F Route visible further north across Nailsea Moor. Vegetation within private back gardens provides some filtering to ground floor of property views with assumed high visibility from first floor. Properties set back from the settlement edge have views of the W Route and F Route above property rooftops and through gaps between buildings. Pylons are visible above Tickenham Ridge in the distance.	During construction: Moderate adverse In the short-term construction of the proposed 400kV overhead line would be visible in places from properties on the settlement edge to the north and west across Nailsea Moor, beyond the W Route and F Route. Construction works associated with the removal of the W Route would be prominent and in close proximity with working areas, the construction haul road, at-height works and in places temporary scaffolding over West End Lane visible. Properties near North Street would also have views of 132kV underground cables route works along the road in oblique views. Similar works to remove the F Route would be visible further north. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate Beneficial The W Route, supported by lattice pylons, would be removed from views in close proximity to receptors and adjacent properties. The F Route, supported by lattice pylons, would be removed further to the north. The proposed 400kV overhead line, supported by T-pylons, would be installed further away from settlement edge to the north across Nailsea Moor with T-pylons visible backgrounded by Tickenham Ridge. Due to the removal of the W Route in close proximity across a moderate proportion of the view and the F Route removed further north receptors would experience a moderate beneficial magnitude. After 15 years: Moderate Beneficial In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate beneficial	Moderate beneficial	D1.64	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H126	Properties and roads in south west Nailsea set back from the settlement edge on North Street, Hanham Way, Chantry Close, Fir Leaze and North Lane	High and Medium	Local	Medium	415m	Properties and roads on gently rising ground with a mix of upper and lower storey views north and west towards Nailsea Moor and Tickenham Ridge. The W Route on the edge of settlement is in close in views and visible above rooftops and at gaps in properties with pylons and conductors visible above. The F Route is visible slightly further away with top of pylons and conductors visible above rooftops against the sky.	During construction: Low adverse In the short-term receptors on North Street and Hanham Way would have views of the 132kV underground cables route works along these roads and in close proximity. Receptors would also have views of at-height works above rooftops and at gaps between buildings to remove the W Route and F Route. The proposed 400kV overhead line construction would largely be screened by buildings and trees but possibly visible in places in the distance. A moderate proportion of the view would be affected for a short duration and the magnitude would be low adverse During operation: Low beneficial The W Route and the F Route would be removed from views above property rooftops and at gaps between buildings. The proposed 400kV overhead line would be further north across Nailsea Moor with the top of T-pylons just visible in places above property rooftops in a small proportion of some views. Receptors would experience a low beneficial magnitude. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.65	N/A
D1.H127	Properties on Rhyne View on western edge of Nailsea (2-storey detached)	High and Medium	Local	Medium	350m	Properties have views above rooftops towards the F Route and W Route that are in close proximity to properties and oversail property gardens with pylons located adjacent properties.	During construction: Moderate adverse In the short-term receptors would have views of the F Route and W Route being removed in close proximity with working areas, machinery and at-height works visible temporarily across a large proportion of the view. View should be available in places north and west towards the construction of the proposed 400kV overhead line across nailsea Moor. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate beneficial The W Route and F route would be removed from close proximity to receptors. The proposed 400kV overhead line would be visible in places further north and west across Nailsea Moor and beyond trees along Parish Brook. Receptors would experience a moderate beneficial magnitude where the F Route and W Route would be removed from views across a moderate proportion of the view. After 15 years: Moderate beneficial In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate beneficial	Moderate beneficial	D1.64	N/A
D1.H128	Bungalows along Causeway View in Nailsea on the northwest settlement edge	High	Local	Medium	300m	Properties along edge of settlement with views over boundary fencing northwest across Nailsea Moor towards Tickenham Ridge and Tickenham Church, beyond trees along Parish Brook. The W Route is adjacent to property boundaries in close proximity and the F Route is parallel further north to the south of Parish Brook and trees along the brook. Fields in immediate foreground with the W Route and F Route crossing the view to the rear of the properties. Vegetation to boundary of property gardens combined with hedgerows and trees provide minimal screening in places to the base of pylons.	During construction: Moderate adverse In the short-term receptors would have views of the construction compound and 132kV underground cables route works, including HDD works, in close proximity to the north, but south of Parish Brook. Views would include the construction haul road, access routes and HDD working areas. Further north beyond Parish Brook views would include at-height works to construct the proposed 400kV overhead line, visible beyond mature trees along the brook. Ground level works and at-height works to remove the W Route would be visible adjacent to receptors in close proximity and along the garden boundary of properties with the F Route removal visible further north. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate beneficial The W Route would be removed from close proximity adjacent to property garden boundaries and the F Route, both supported by lattice pylons, would be removed from views further north. The proposed 400kV overhead line, supported by T-pylons, would be visible to the north across Nailsea Moor beyond mature trees along Parish Brook. The proposed 400kV overhead line would be largely filtered by trees with the top of T-pylons visible above and backgrounded by Tickenham Ridge. Receptors would experience a moderate beneficial magnitude where the F Route and W Route would be removed from views across a moderate proportion of the view. After 15 years: Moderate beneficial In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate beneficial	Moderate beneficial	D1.67	VPD14
D1.H129	Properties in Nailsea within the Conservation Area including Union Street, North Street and Kingshill	High and Moderate	Local	Medium	430m	Settlement on rising ground and properties generally have a mix of upper storey direct and oblique views towards Tickenham Ridge above property rooftops and between gaps in properties. Top of the W Route and F Route pylons are visible above properties on the edge of Nailsea and visible above Tickenham Ridge in the background. Properties and trees obscure views in places. In some places views from lower storeys are available along roads or at gaps in properties and similar to the upper storey views described above.	During construction: Low adverse In the short-term there would be distant glimpsed views of at-height works to construct the proposed 400kV overhead line in the distance. Views of temporary at-height working and cranes would also be visible above property rooftops to remove the F Route and W Route. A low proportion of the view would be affected and this together with the viewing distance would result in a low adverse magnitude of effect. During operation: Low beneficial The W Route and F Route would be removed from views above property rooftops. The proposed 400kV overhead line would be just visible in places further north across Nailsea Moor. The proposed 400kV overhead lineT-pylons would be visible at a similar height to the W Route and F Route lattice pylons removed due to it being further north. In places the T-pylons would be just visible above Tickenham Ridge marginally in places with most of the proposed 400kV overhead line obscured by properties. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.66	N/A
D1.H130	Properties along Godwin Drive in nailsea (bungalow and 2-storey properties)	High and Medium	Local	Medium	285m	Views across Nailsea Moor to Tickenham Ridge and Tickenham Church. Views from the south western group of properties partially obscured by Heath Farm and associated trees as well as trees along Parish Brook. The W Route runs adjacent and parallel to properties along the garden boundaries. Properties to the south western end near Heath Farm, property on northern end and southern edge of Fryth Way have direct views of pylons in close proximity. The F Route crosses views further north of the W Route and beyond Heath Farm.	During construction: Moderate adverse In the short-term receptors would have views of the construction of the proposed 400kV overhead line north of Parish Brook across Nailsea Moor to the north of the W Route and F Route. Views would include the construction haul road, access routes and at-height works. Ground level works and at-height works to remove the W Route would be visible adjacent to receptors in close proximity and along the garden boundary of properties with the F Route removal visible further north. The construction haul road, access routes and temporary scaffolding would be visible. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low beneficial The W Route would be removed from close proximity adjacent to property garden boundaries and the F Route, both supported by lattice pylons, would be removed from views further north. The proposed 400kV overhead line, supported by T-pylons, would be visible to the north across Nailsea Moor beyond Parish Brook and in oblique views at Stone-edge Batch. The proposed 400kV overhead line would be filtered in places along Parish Brook and would largely be visible above and backgrounded by Tickenham Ridge. Receptors would experience a moderate beneficial magnitude where the F Route and W Route would be removed from views across a moderate proportion of the view however the proposed 400kV overhead line would be visible further north reducing the beneficial magnitude to low. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Minor beneficial	Minor beneficial	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H131	Two storey properties along Pound Lane and Greenslade Gardens in Nailsea	High and Medium	Local	Medium	285m	Open upper and lower level views from properties looking west towards Tickenham Church. The W Route is in close proximity across views, with a pylon in direct views, with the F Route further west and northwest. Tickenham Ridge provides backgrounding. The low roadside hedgerow provides some screening to base of pylons. A wood pole overhead line crosses the view heading north.	During construction: Moderate adverse In the short-term receptors would have views of the construction of the proposed 400kV overhead line north of Parish Brook across Nailsea Moor to the northwest of the W Route and F Route. Views would include the construction haul road, access routes and at-height works. Ground level works and at-height works to remove the W Route would be visible adjacent to receptors in close proximity with the F Route removal visible further north. The construction haul road, access routes and temporary scaffolding would be visible. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low beneficial The W Route would be removed from close proximity adjacent to property garden boundaries and the F Route, both supported by lattice pylons, would be removed from views further northwest. The proposed 400kV overhead line, supported by T-pylons, would be visible to the north across Nailsea Moor beyond Parish Brook and in oblique views to Stone-edge Batch. The proposed 400kV overhead line would be filtered in places along Parish Brook and would largely be visible above and backgrounded by Tickenham Ridge. Receptors would experience a moderate beneficial magnitude where the F Route and W Route would be removed from views across a moderate proportion of the view however the proposed 400kV overhead line would be visible further northwest reducing the beneficial magnitude to low. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Minor beneficial	Minor beneficial	D1.69	VPD15
D1.H132	Two-storey properties on Pound Lane and Greenslade Gardens in Nailsea	High and Medium	Local	Medium	285m	Direct views along the W Route and F Route towards Stone-edge Batch. Mature trees and hedgerows along Pound Lane filter views across the field to the north. The W Route and F Route are backgrounded by Tickenham Ridge.	During construction: Low adverse In the short-term receptors would have filtered views of the construction of the proposed 400kV overhead line north of Parish Brook across Nailsea Moor to the northwest of the W Route and F Route. Views would include the construction haul road, access routes and at-height works. Ground level works and at-height works to remove the W Route would be visible with the F Route removal visible further northwest. The construction haul road and access routes would be visible. Receptors would experience construction work in filtered views across a moderate proportion of the view for the short-term resulting in a low adverse magnitude. During operation: Low adverse The W Route and F Route would be removed from views, both supported by lattice pylons. The proposed 400kV overhead line, supported by T-pylons, would be visible to the northwest across Nailsea Moor and towards Stone-edge Batch beyond Parish Brook. Views towards the proposed 400kV overhead line would be filtered. Receptors would experience a low beneficial magnitude where the F Route and W Route would be removed from views however the proposed 400kV overhead line would be visible further northwest with an overall low adverse magnitude. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.69	VPD15
D1.H133	2 storey properties on Greenfield Crescent on the northern edge of Nailsea	High	Local	Medium	745m	Distant oblique north westerly views across Clevedon Road and properties along it towards high ground at Stone-edge Batch with glimpsed views of the F and W Routes visible above although only a short extent of each is visible before intervening trees and built form screen the remainder of the routes. Backgrounding by Tickenham Ridge reduces the visibility of the F Route and W Route.	During construction: Negligible In the short-term there would be glimpsed views of temporary at-height working to construct the proposed 400kV overhead line and remove the F and W Routes on raised ground at Stone-edge Batch, although this would only be across a small extent of the oblique view. Glimpses of work along the proposed 400kV overhead line as it crosses Tickenham Ridge would also be discernible along some sections of the PRoW. Given the distance and extent of view work would occupy the magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the F and W Routes would be removed and the proposed 400kV overhead line would be visible on raised ground at Stone-edge Batch in oblique views. The taller height of the 400kV T-pylons and their solid central column, reducing the degree of backgrounding, would make the proposed 400kV overhead line more visible than the F Route and W Route removed particularly where it passes to the west of Stone-edge Batch. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H134	Properties and roads in Nailsea around Fosse Way, Kingshill, Fosse Lane	High and Medium and Low	Local	Medium	310m	Views along roads, between properties and over rooftops towards Tickenham Ridge from gradually rising land. Property views generally upper storey. In places 132kV overhead line W Route visible with conductors and top of pylons visible above rooftops and backgrounded by the ridge. In places greater extent of overhead line visible at gaps between properties. Views obscured in places by trees and properties.	During construction: Low adverse In the short-term some receptors would have glimpsed views of at-height works and cranes to remove the F Route and W Route on the edge of Nailsea. Views available would depend on the elevation of the property and the extent of screening opposite. Where properties are on rising ground views over property rooftops opposite would include at-height works and cranes removing the F and W Route and constructing the proposed 400kV overhead line further north across Nailsea Moor. Many properties would have now views, in particular further southeast where the landform rises and then begins to slope away. Where views of construction and removal works would be available there would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low beneficial to Negligible The W Route and F Route would be removed from views and the proposed 400kV overhead line, supported by T-pylons, would be visible in places further north across Nailsea Moor and partially obscured by trees along Parish Brook. This would form a low alteration to the existing view with a small proportion of the view affected. The scale of change from the existing view would be low to barely perceptible. The magnitude of effect would be minor beneficial to negligible. After 15 years: Low beneficial to Negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial to Negligible	Minor beneficial to Negligible	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

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		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H135	Miltons Farm and The Barn, Pound Lane, Nailsea (2-storey detached properties)	Medium	Local	Medium	440m	Upper storey, side window views towards Nailsea Moor. Mature trees and hedgerows to boundaries and adjacent track and farm buildings filter and obscure views with some open views from The Barn. W and F Route visible with Tickenham Church visible beyond. Oblique heavily filtered view from rear to pylons on raised land at Stone-edge Batch.	During construction: Low adverse In the short-term receptors would have filtered upper storey oblique views towards construction of the proposed 400kV overhead line, 132kV underground cable swathe and removal of the W Route and F Route across Nailsea Moor and at Stone-edge Batch on raised ground. Views would include at-height works, cranes, temporary scaffolding, the construction haul road and working areas at pylon locations. The 132kV underground cable works would be just visible in the distance, including HDD works at Church Lane. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse The W Route and F Route would be removed from filtered oblique views. The proposed 400kV overhead line, supported by T-pylons, would be visible slightly further away with views towards the T-pylon angle pylon on raised ground at Stone-edge Batch, replacing views of the W Route and F Route pylons. The T-pylons would be of a greater height and more visible than the W Route and F Route lattice pylons removed, however there would be less pylons visible. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.69	VPD15
D1.H136	Jacklands Farm, two storey property on Clevedon Road	Medium	Local	Medium	620m	Views are obscured and filtered in places by garden trees and outbuildings. Receptors have channelled views in places along Nailsea Moor towards Tickenham Church with rising ground of Tickenham Ridge and Nailsea on either side. Landform, mature trees and hedgerows obscure views in places. W Route and F Route pylons and conductors are visible in direct views against the sky and on raised ground at Stone-edge Batch.	During construction: Low adverse In the short-term receptors would have views in places towards construction of the proposed 400kV overhead line and removal of the W Route and F Route pylons visible across Nailsea Moor and on higher ground at Stone-edge Batch. Views would mainly include at-height works and cranes with ground level works largely screened by landform and hedgerows. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse The W Route and F Route would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible slightly further away with views towards the T-pylon angle pylon on Nailsea Moor and on raised ground at Stone-edge Batch, replacing views of the W Route and F Route pylons. The T-pylon angle pylons would be visible and of a greater height and more visible than the W Route and F Route lattice pylons removed, however there would be less pylons visible. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.80	N/A
D1.H137	Two storey properties on Clevedon Road adjacent to Jacklands Bridge	Medium	Local	Medium	570m	Receptors have channelled views along Nailsea Moor towards Tickenham Church with rising ground of Tickenham Ridge and Nailsea on either side. Landform, mature trees and hedgerows obscure views in places. A W Route and F Route pylon and conductors are visible in direct views against the sky and on raised ground at Stone-edge Batch.	During construction: Low adverse In the short-term receptors would have views towards construction of the proposed 400kV overhead line and removal of the W Route and F Route pylons visible across Nailsea Moor and on higher ground at Stone-edge Batch. Views would mainly include at-height works and cranes with ground level works largely screened by landform and hedgerows. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse The W Route and F Route would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible slightly further away with views towards the T-pylon angle pylon on Nailsea Moor and on raised ground at Stone-edge Batch, replacing views of the W Route and F Route pylons. The T-pylon angle pylons would be visible and of a greater height and more visible than the W Route and F Route lattice pylons removed, however there would be less pylons visible. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.80	N/A
D1.H138	Two storey property on Clevedon Road adjacent to Jacksons Bridge and Nailsea Fishing Ponds	Medium	Local	Medium	515m	Property occupies a well enclosed position with limited views to the south west towards the W Route in the mid distance. Upper section of pylons visible against the sky; lower sections screened by intervening hedgerows and trees.	During construction: Negligible In the short-term at-height works relating to the dismantling of the W Route and construction of the proposed 400kV overhead line would be partly visible. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. During operation: Negligible W Route and F Route removed with proposed 400kV overhead line introduced slightly further away with oblique and filtered view of upper section of T-pylon angle pylon. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.H139	Two storey properties on Clevedon Road west of Jacklands Bridge	Medium	Local	Medium	320m	Properties orientated slightly to the south east so views of the W Route and F Route are oblique and limited with trees and landform obscuring much of views.	During construction: Negligible In the short-term at-height works relating to the dismantling of the W Route and construction of the proposed 400kV overhead line would be partly visible. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. During operation: Negligible W Route and F Route removed with proposed 400kV overhead line introduced slightly further away with oblique and filtered view of upper section of T-pylon angle pylon. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.70	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H140	Two storey property on Clevedon Road	Medium	Local	Medium	295m	Property occupies a site below the adjoining road level with extensive garden vegetation providing considerable filtering and screening in many directions. Oblique views of the W Route and F Route are available to the west beyond boundary trees.	During construction: Negligible In the short-term at-height works relating to the dismantling of the W Route and construction of the proposed 400kV overhead line would be partly visible. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. During operation: Negligible W Route and F Route removed with proposed 400kV overhead line introduced slightly further away with oblique and filtered view of upper section of T-pylon angle pylon. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.70	N/A
D1.H141	Two storey property at the western end of The Ripple	High	Local	Medium	315m	Receptors have views down into Nailsea Moor from elevated land, with some filtering by garden vegetation and both W Route and F Route visible in oblique views	During construction: Low adverse In the short-term receptors would have filtered views towards construction of the proposed 400kV overhead line, 132kV underground cable swathe and removal of the W Route and F Route across Nailsea Moor and at Stone-edge Batch on raised ground. Views would include at-height works, cranes, temporary scaffolding, the construction haul road and working areas at pylon locations. The 132kV underground cable works would be just visible in the distance, including HDD works at Church Lane. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse The W Route and F Route would be removed from filtered oblique views. The proposed 400kV overhead line, supported by T-pylons, would be visible slightly further away, replacing views of the W Route and F Route pylons. The T-pylons would be of a greater height and more visible than the W Route and F Route lattice pylons removed, however there would be less pylons visible. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H142	Properties on The Ripple, off Tickenham Hill (detached two storey)	Medium	Local	Medium	360m	Detached properties within substantial garden plots with significant levels of garden vegetation; generally south southeast rear aspect with views across towards Nailsea. Assumed oblique, glimpse and partial views of the W Route and F Route to the west	During construction: Negligible In the short-term at-height works relating to the dismantling of the W Route and F Route, and construction of the proposed 400kV overhead line would be partly visible. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. During operation: Negligible W Route and F Route removed with proposed 400kV overhead line introduced slightly further away with oblique and filtered view of upper section of T-pylon angle pylon. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.77	N/A
D1.H143	Detached 2-storey and 1-storey properties on Stonehenge Lane, off Tickenham Hill	High	Local	Medium	325m	Views from properties on Stonehenge Lane are screened in all directions by vegetation. The W Route and F Route are not visible due to the vegetation and oblique nature of views.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views with the Proposed Development not visible. After 15 years: No change In the long-term views of the Proposed Development would be the same as on completion.	No change	No change	No change	N/A	N/A
D1.H144	Property at Towerhouse Wood off Tickenham Hill	Medium	Local	Medium	330m	Assumed first storey view looking west towards Tickenham. View down into valley bottom and moors with W Route and F Route visible.	During construction: Low adverse In the short-term receptors would have views towards construction of the proposed 400kV overhead line, 132kV underground cable swathe and removal of the W Route and F Route across Nailsea Moor and at Stone-edge Batch on raised ground. Views would include at-height works, cranes, temporary scaffolding, the construction haul road and working areas at pylon locations. The 132kV underground cable works would be just visible in the distance, including HDD works at Church Lane. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse The W Route and F Route would be removed from filtered oblique views. The proposed 400kV overhead line, supported by T-pylons, would be visible slightly further away, replacing views of the W Route and F Route pylons. The T-pylons would be of a greater height and more visible than the W Route and F Route lattice pylons removed, however there would be less pylons visible. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H145	The Tree House on Tickenham Hill, Stone-edge Batch Detached 2-storey Tickenham	High Mid (upper and lower)	Local	Medium	280m	First storey view looking west towards Stone-edge Batch and southwest down across Nailsea Moor with W Route and F Route visible.	During construction: Low adverse In the short-term receptors would have views towards construction of the proposed 400kV overhead line, 132kV underground cable swathe and removal of the W Route and F Route across Nailsea Moor and at Stone-edge Batch on raised ground. Views would include at-height works, cranes, temporary scaffolding, the construction haul road and working areas at pylon locations. The 132kV underground cable works would be just visible in the distance, including HDD works at Church Lane. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse The W Route and F Route would be removed from oblique views. The proposed 400kV overhead line, supported by T-pylons, would be visible slightly further away, replacing views of the W Route and F Route pylons. The T-pylons would be of a greater height and more visible than the W Route and F Route lattice pylons removed, however there would be less pylons visible. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H146	Wellhouse Farm on Tickenham Hill, Stone-edge Batch Detached 2-storey property	Mid (upper storey)	Local	Medium	130m	First storey views over property boundary wall and perimeter vegetation looking west and southwest across Nailsea Moor and towards Stone-edge Batch and Tickenham. The W and F Route are visible in oblique views between neighbouring properties and to the north above landform along the valley up Tickenham Ridge.	During construction: Low adverse In the short-term receptors would have views towards construction of the proposed 400kV overhead line, 132kV underground cable swathe and removal of the W Route and F Route across Nailsea Moor and at Stone-edge Batch on raised ground. Receptors would also have views north from upper storey windows towards Tickenham Ridge and along the vally up the ridge. Views would include at-height works, cranes, temporary scaffolding, the construction haul road and working areas at pylon locations. To the southwest the 132kV underground cable works would be just visible in oblique views in the distance, including HDD works at Church Lane. Views would be obscured in places by landform, adjacent properties and trees. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse The W Route and F Route would be removed from views. The proposed 400kV overhead line, supported by T-pylons, would be visible ona similar alignment to the W Route and F Route removed. The T-pylons would be of a greater height and more visible than the W Route and F Route lattice pylons removed, however there would be less pylons visible. Views would be obscured in places by landform, adjacent properties and trees. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	E1.6 and E1.7	N/A
D1.H147	Stone-edge Farm and 2 adjacent properties (2-storey detached)	High	Local	Medium	30m	Properties are set back from PRoW and slightly elevated enabling ground floor and upper storey southerly views. Trees at garden boundaries provide some filtering however the F and W Routes are visible and in relatively close proximity with limited screening. Properties at the western end of the group have near distance direct side window views of pylons along both overhead lines. Nailsea Church is visible with hill backdrop in far distance.	During construction: Moderate adverse Properties would experience near distance views of removal of the F and W Routes with views extending along the lines as well as slightly more oblique views of work along the proposed 400kV overhead line. Given the slightly higher position of the properties to the lines, ground level working would be glimpsed in places although partially filtered by intervening trees. Construction work along the underground cables route may be perceptible from upper storey windows but as this would be seen beyond the work along the F and W Routes it would form a small element of the view. The western end properties would experience very near distance views of construction operations to remove pylons in direct views. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the near distance views of the F and W Routes would be removed but replaced by the proposed 400kV overhead line slightly further away. As it is slightly taller the line would be more visible over existing trees and hedgerows. The properties at the western end of the group would have direct views of pylons removed but replaced by slightly more oblique views of a new 400kV T-pylon only marginally further away. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some screening and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.70, E1.6 and E1.7	N/A
D1.H148	Two storey property on Clevedon Road	Medium	Local	Medium	220m	Filtered and partial views towards W Route and F Route to the east, vegetation intercepting views. Some pylons are backgrounded by woodland on Tickenham Ridge whilst to the south east pylons are viewed against the sky.	During construction: Moderate adverse In the short term at-height works associated with the construction of the 400kV line and the removal of the W Route would be partly visible. Works at ground level would be obscured from view due to intervening vegetation. Underground cable work would be partly visible to the north and northeast and would comprise the removal of existing vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low adverse Initially the reinstated and reseeded underground cable swathe would be visible, along with replanted hedgerow field boundaries. In the short and medium-term the middle distance views of the F and W Routes would be removed but replaced by the proposed 400kV overhead line slightly nearer. As it is also slightly taller the line would be more visible over existing trees and hedgerows. The magnitude of effect would be minor adverse. After 15 years: Low adverse Long term views of the underground cable swathe 15 years after completion would render the swathe indistinguishable as grass and hedgerows would have established and matured.	Moderate adverse	Minor adverse	Minor adverse	E1.4	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H149	Property on Church Lane	Medium	Local	Medium	150m	View from upper storeys heavily filtered by boundary trees and vegetation. Views anticipated available in places over trees with top of W Route visible.	During construction: Low adverse In the short-term there would be open near distance views of the construction of the proposed 400kV overhead line and removal of the F and W Routes. This would include direct views of construction machinery for removal of pylons, construction of pylon bases, haul roads, scaffolding and temporary cranes. In addition in southerly views temporary at-height working to remove the F and W Routes and construct the proposed 400kV overhead line would be visible. Given the open nature of views and proximity of the works but the short duration of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F and W Routes would be removed from south easterly views but replaced by the proposed 400kV overhead line on a similar but slightly closer alignment. There would be a direct southerly view of an angle T pylon replacing views of two steel lattice pylons. Although there would be fewer pylons in the view they would be taller and of solid construction making them more noticeable, therefore the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.71	VPD17
D1.H150	Tickenham Court House, Church Lane (3-storey detached)	High and Medium	Local	Medium	300m	Views from upper and some from lower storey windows are largely filtered and obscured by trees to property boundary. Between trees views extend across Nailsea Moor to Nailsea and south west towards Tickenham Church. The F and W Routes are visible above field trees across the extent of the view.	During construction: Moderate adverse For a short duration of time the property would experience open and near distance views of construction operations including cable trenching, haul roads and construction traffic to the immediate east of the property from front, side and rear elevation windows. In southerly views temporary at-height working for the proposed 400kV overhead line would be visible and beyond this at-height working to remove the F and W Routes. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F and W Routes would be removed from the view but replaced by the proposed 400kV overhead line closer in the view. As it is a taller structure it would be more noticeable above intervening trees across Nailsea Moor and the extent of the view. The underground cables route would quickly re-establish to be barely distinguishable to the east and north of the property. Given the closer proximity of the proposed 400kV overhead line compared with the removed F and W Routes the magnitude of effect would be moderate adverse. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.72 and D1.73	VPD16 and VPD23
D1.H151	Tickenham Court, Washing Pound Lane	Medium	Local	Medium	340m	View from single upper storey gable and window of office towards Stone-edge-Batch and Nailsea with 132kV overhead line and W Route visible across moor.	During construction: Low adverse For a short duration of time views from the office would be near distance views of construction operations including cable trenching, haul roads and construction traffic to the east. Temporary at-height working for the proposed 400kV overhead line would be partially visible and beyond this at-height working to remove the F and W Routes in oblique views. The magnitude of effect would be low adverse due. During operation: Low adverse In the short and medium-term the F and W Routes would be removed from oblique views but replaced by the proposed 400kV overhead line closer in the view. As it is a taller structure it would be more noticeable above intervening trees across Nailsea Moor and the extent of the view. There would be a direct view of one angle T Pylon. The underground cables route would quickly re-establish to be barely distinguishable to the east. The magnitude of effect would be low adverse. After 15 years: Low adverse Long term views of the underground cable swathe 15 years after completion would render the swathe indistinguishable as grass and hedgerows would have established and matured.	Minor adverse	Minor adverse	Minor adverse	D1.72 and D1.73	VPD16 and VPD23
D1.H152	240 Clevedon Lodge on Clevedon Road, Tickenham (2-storey detached)	Medium	Local	Medium	715m	Receptors have upper storey partially filtered views south through tree filtering towards Nailsea and Tickenham Church. The tops of pylons along the W and F Routes are visible above trees and Tickenham Church. Side views to Stone-edge Batch are heavily filtered with the F Route and W Route pylons just visible.	During construction: Low adverse In the short-term there would be filtered views across Nailsea Moor towards primarily at-height working to construct the proposed 400kV overhead line and more distantly to remove the F and W Routes. In easterly heavily filtered views from the side windows work to remove the F and W Routes and construct the proposed 400kV overhead line on Tickenham Ridge would be barely perceptible. The construction operations would be visible across the extent of the southerly views but limited to at-height works. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse In the short and medium-term the F and W Routes would be removed from distant southerly filtered views. The proposed 400kV overhead line would be introduced closer in the southerly view extending across Nailsea Moor. It would be heavily filtered but visible in places at Stone-edge Batch to the east and the F and W Route would be removed. The proposed 400kV overhead line would be closer in the southerly view and would be of a greater height and more visible against backgrounding by high ground and trees making it more noticeable in the view. A small proportion of the view would be affected but the effect would be reduced due to a high degree of backgrounding. There would be a low scale of change from the existing view and the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.74	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H153	Group of properties on Clevedon Road including number 236, Tickenham (2-storey detached)	Medium	Local	Medium	755m	Properties are set within grounds surrounded by mature trees and it is anticipated that views would typically be screened by trees and vegetation. Some heavily filtered first floor property views may include the tops of pylons along the W and F Routes visible above trees and Tickenham Church and at Stone-edge Batch however it is anticipated this is barely perceptible.	During construction: Negligible In the short-term it is anticipated that there would be no views of construction due to heavy filtering and screening. Heavily filtered upper storey views may be available in places across Nailsea Moor towards primarily at-height working to construct the proposed 400kV overhead line and more distantly to remove the F and W Routes. In easterly heavily filtered views construction work visible would comprise work to remove the F and W Routes and construct the proposed 400kV overhead line at Stone-edge Batch although this is anticipated to be barely perceptible. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. During operation: Negligible In the short and medium-term the Proposed Development would typically be heavily filtered and screened. Where heavily filtered upper storey views would be available the F and W Routes would be removed from distant southerly views. The proposed 400kV overhead line would be introduced closer in the southerly view extending across Nailsea Moor. It would be heavily filtered but visible in places at Stone-edge Batch to the east and the F and W Route would be removed. The proposed 400kV overhead line would be closer in the southerly view and would be of a greater height and more visible against backgrounding by high ground and trees making it more noticeable in the view. This would form a very low alteration to the existing view with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.74 and D1.81	N/A
D1.H154	Bungalow on Clevedon Road in Tickenham	High	Local	Medium	865m	Direct views heavily filtered by close proximity of evergreen trees and shrubs. Oblique views to the southwest are long distance with views towards Cleveve Ridge and the Mendip Hills. The F Route is visible in the distance above trees and the pylons are often backgrounded by hills.	During construction: Low adverse In the short-term there would be oblique views across Nailsea Moor towards primarily at-height working to construct the proposed 400kV overhead line and more distantly to remove the F Route. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse In the short and medium-term the F Route would be removed from distant oblique views. The proposed 400kV overhead line would be visible across Nailsea Moor above trees. The proposed 400kV overhead line would be a greater height and the T-pylons solid central column and cross arm would have less backgrounding by high ground and trees making it more noticeable in the view. A small proportion of the view would be affected but the effect would be reduced due to a high degree of screening and backgrounding. There would be a low scale of change from the existing view and the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H155	2-storey properties along western edge of Nailsea Parish Brook Road, Hanham Way	High Medium	Local	Medium	305m	Properties along edge of Nailsea have views from ground and upper storey windows looking north west across Nailsea Moor towards Tickenham Ridge. A wood pole line is in the immediate foreground looking north. Tickenham Church visible in distance. Properties have rear views of the F Route which is immediately to the rear of the properties. Some have a near view of a pylon but most have views of conductors above garden boundary vegetation. The W Route is visible from some properties although intervening properties would screen all but the tops of pylons.	During construction: Moderate adverse In the short-term there would be near distance views from rear elevation windows of at-height working to remove the F Route and slightly more distant and filtered views of work along the W Route. Glimpses of temporary cranes and construction machinery would be possible for short durations of time. Views from front elevation windows would include construction along the proposed 400kV overhead line across Nailsea Moor. Intervening trees would provide some filtering to ground level working but construction machinery would intermittently be visible. In addition there would be occasional glimpses of work along the underground cables route although this would form a smaller element of oblique views for all but the northern properties on Parish Brook Road and those on Hanham Way. From these northern properties there would be open and direct views of construction operations on the opposite side of Hanham Way including construction traffic, cable trenches, haul roads and construction machinery. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F Route and to a lesser extent the W Route would be removed from rear elevation views. However the proposed 400kV overhead line would be introduced to northerly views for properties on Parish Brook Road and Hanham Way in a view where overhead lines are generally limited to smaller wood pole lines. Limited existing vegetation in Nailsea Moor will provide minimal screening of the 400kV overhead line which given the solid construction of the T Pylons would be visible across the moor with little backgrounding provided by Tickenham Ridge. Initially the line of the underground cables would be distinguishable across the moor however grass would quickly re-establish to make the line indistinguishable. There would be low levels of benefit to visual amenity from rear elevation windows with the F and W Routes being removed. However there would be a moderate adverse magnitude of effect in front elevation views due to the introduction of the proposed 400kV overhead line with a moderate proportion of the view affected. After 15 years Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.64	N/A
D1.H156	Causeway House on Causeway, Nailsea (detached 2-storey property)	High Medium	Local	Medium	140m	Single property with views to the rear and side looking north over Nailsea Moor towards Tickenham Ridge. Garden is edged by mature field hedgerows. The W Route is not visible in direct views. The F Route is visible in oblique views looking south west though this is partially filtered by mature garden vegetation. Property has no windows on its roadside frontage so has no views looking south east.	During construction: Low adverse In the short-term there would be filtered views of the construction of the proposed 400kV overhead line from side elevation windows with relatively little filtering by intervening trees meaning ground level work and construction machinery would be intermittently visible. Views of removal of the F Route would be limited to very oblique glimpses of temporary work. As the property has no roadside windows there would be no direct views of construction activity along the underground cables route despite its close proximity although filtered views from the garden would be possible. Given the proximity of the proposed 400kV overhead line works the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route would be removed from the oblique view. The proposed 400kV overhead line would be introduced to rear and side views running directly across the entire view with minimal filtering. Some T-pylons would be visible above high ground of Tickenham Ridge. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.68	VPD13

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H157	Heath Farm on edge of Nailsea settlement (north/west edge)	High Medium	Local	Medium	240m	Views to and from farmhouse building. W route pylon in direct view of farm building. View of F Route to the rear of the property anticipated to be partially screened by existing farm buildings.	During construction: Low adverse In the short term the property would experience close range works in relation to the dismantling of the W and F Routes and cabling works beyond the sports pitches to the west. Construction of the 400kV line would be visible in the mid distance to the north at height and ground level works. Views towards the contractors laydown area to the south west would be screened by intervening vegetation. The proximity of the work and the extent of the work in many directions around the property would result in a low adverse magnitude of effect. During operation: Low adverse W Route and F Route removed. 400kV line introduced into the view further away into Nailsea Moor. Mature tree line along Parish Brook will screen first floor views, however 400kV pylons will rise over tree line however overall the number of pylons visible will be reduced. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H158	Madron detached bungalow	High Medium	Local	Medium	345m	Direct views though some filtering by garden planting and trees from large bay window on side of property	During construction: Low adverse In the short-term receptors would have filtered views towards construction of the proposed 400kV overhead line, 132kV underground cable swathe and removal of the W Route and F Route across Nailsea Moor and at Stone-edge Batch on raised ground. Views would include at-height works, cranes, temporary scaffolding, the construction haul road and working areas at pylon locations. The 132kV underground cable works would be just visible in the distance, including HDD works at Church Lane. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse The W Route and F Route would be removed from filtered oblique views. The proposed 400kV overhead line, supported by T-pylons, would be visible slightly further away, replacing views of the W Route and F Route pylons. The T-pylons would be of a greater height and more visible than the W Route and F Route lattice pylons removed, however there would be less pylons visible. There would be a low scale of change from the existing view and a small proportion of the view would be affected. Given the distance and proportion of the view this would occupy the magnitude of effect on views would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.H159	Little Duck Lodge bungalow on Church Lane, Tickenham	High	Local	Medium	195m	The property has partially filtered views across Nailsea Moor from rear elevation windows. The F and W Routes are visible above intervening trees along Parish Brook and high ground in the distance.	During construction: Moderate adverse In the short-term the property would experience open near distance views of construction activity along the W Route underground cables connection in the adjacent field from front and side elevation windows. This would include trenching, haul roads and construction machinery in close proximity to the property. In addition the property would experience glimpses of temporary at-height working and intermittently ground level working and machinery along the proposed 400kV overhead line across the extent of the view from rear elevation windows and also obliquely from side elevation windows. Beyond this there would be glimpses of temporary at-height working along the F and W Routes. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Moderate adverse In the short and medium-term the F and W Routes would be removed from rear elevation windows but replaced by the taller proposed 400kV overhead line which would be closer to the property to the north of Parish Brook. There would be some filtering to the base of pylons but they would be visible above trees and high ground in the background. Northerly and westerly views would initially be of the re-establishing line of the underground cables, this would quickly re-establish with grass and become undistinguishable. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation. Given the closer proximity of the proposed 400kV overhead line to the two lines removed from the view, the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Moderate adverse	Moderate adverse	Moderate adverse	D1.71, D1.72 and D1.73	VPD16, VPD17 and VPD23
D1.H160	Properties on Blakeney Grove, Allington Gardens, The Bramleys, Newton Green, Worcester Gardens (2 storey detached properties)	Medium	Local	Medium	240m	Residential properties located on the southwest side of Nailsea within a moderately dense housing estate. Land is elevated allowing glimpse, long distance views between housing out across Nailsea Moor and towards Tickenham Ridge in a westerly direction. Glimpses of the W Route pylons and conductors are evident, seen between foreground roofs and trees.	During construction: Low adverse In the short term, glimpse views of at-height works associated with the dismantling of the W Route would be available in the middle distance. Works at ground level would be obscured from view due to intervening structures and vegetation. The underground cabling works would be screened from view due to intervening structures and vegetation. During operation: Low beneficial to Negligible Two spans of the W Route are removed from the view resulting in a beneficial effect. The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. Due to distance, the heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would not be evident. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low beneficial to Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Minor beneficial to Negligible	Minor beneficial to Negligible	D1.82 and D1.86	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H161	20-48 Engine Lane, Nailsea (two storey detached properties)	High	Local	Medium	345m	Residential properties with views to the west across open land and distant views of the Tickenham Ridge. Slightly elevated outlook. 3-4 spans of the W Route are visible in the middle distance, partially screened by intervening vegetation and landform. The sports club and some agricultural farm buildings are also partially visible. The foreground is dominated by the dry-stone wall and hedgerow which runs along the west side of Engine Lane. There are a few mature trees within the hedgerow.	During construction: Moderate adverse In the short term at-height works associated with the construction of the CSEPP and the removal of the W Route would be partly visible. Works at ground level would be obscured from view due to intervening vegetation. Underground cable work partly visible and would comprise the removal of existing vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. The stone wall along Engine Lane would partially screen proposed cable works in the view. A construction access would be formed by a bell mouth turning off Engine Lane requiring a gap to be created in the stonewall. The proposed compound and laydown area would be partially visible, filtered in the view by intervening hedgerow and trees. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low beneficial 3 spans of the W Route are removed from the view. The CSEPP is partially visible, viewed against the sky but filtered by intervening vegetation. The heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would make it more prominent in the view than the suspension pylon it replaced. Initially the reinstated and reseeded underground cable swathe would be visible beyond the stonewall, along with replanted hedgerow field boundaries in the short and medium term. The access gap formed in the stonewall would remain evident with open views of the cable swathe visible through the gap. The W Route would be removed from views resulting in a beneficial visual effect. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low beneficial Long term views of the underground cable swathe 15 years after completion would be similar to those experienced in the baseline condition as established grass and hedgerows would render the swathe indistinguishable. Replacement tree and hedgerow planting would have matured and would effectively screen the 9m high platform.	Moderate adverse	Minor beneficial	Minor beneficial	D1.58 and D1.83	N/A
D1.H162	2 - 20 Engine Lane, Nailsea (2 storey detached properties)	High	Local	Medium	435m	Residential properties with views to the west across open land and distant views of the Tickenham Ridge. Slightly elevated outlook. Oblique views of 2-3 spans of the W Route in the middle distance, partially screened by intervening vegetation and landform. Some agricultural farm buildings and other properties are also partially visible. The foreground is dominated by the dry-stone wall and hedgerow which runs along the west side of Engine Lane. There are a few mature trees within the hedgerow.	During construction: Moderate adverse In the short term at-height works associated with the construction of the CSEPP and the removal of the W Route would be partly visible. Works at ground level would be obscured from view due to intervening vegetation. Underground cable work partly visible and would comprise the removal of existing vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. The stone wall along Engine Lane would partially screen proposed cable works in the view. A construction access would be formed by a bell mouth turning off Engine Lane requiring a gap to be created in the stonewall. The proposed compound and laydown area would be partially visible, filtered in the view by intervening hedgerow and trees. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low beneficial 2 spans of the W Route are removed from the view. The CSEPP is partially visible, viewed against the sky but filtered by intervening vegetation. The heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would make it more prominent in the view than the suspension pylon it replaced. Initially the reinstated and reseeded underground cable swathe would be visible beyond the stonewall, along with replanted hedgerow field boundaries in the short and medium term. The access gap formed in the stonewall would remain evident with open views of the cable swathe visible through the gap. The W Route would be removed from views resulting in a beneficial visual effect. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low beneficial Long term views of the underground cable swathe 15 years after completion would be similar to those experienced in the baseline condition as established grass and hedgerows would render the swathe indistinguishable. Replacement tree and hedgerow planting would have matured and would effectively screen the 9m high platform.	Moderate adverse	Minor beneficial	Minor beneficial	D1.84, D1.85 and D1.86	VPD17

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H163	Gaulacre Cottage, Engine Lane, Nailsea	Medium	Local	Medium	465m	Residential property on Engine Lane with NE facing frontage. Partially open views to the south and south west across open land. Conifer tree screen obscures views to the north and west. Oblique views of 2-3 spans of the W Route to the south west, partially screened by intervening vegetation. Agricultural farm buildings, stables and other properties are evident in the view.	During construction: Moderate adverse In the short term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between W35 and the CSEPP would be partly visible. Works at ground level would be partly obscured from view due to intervening vegetation. Much of the underground cabling work would be screened from view but due to proximity this receptor would be aware of the works in progress. The coniferous screening along the northern boundary of the property would screen views of the compound and laydown area. Construction traffic would be visible using the haul route aligned to the south of the receptor. Construction of the Proposed Development would be seen in close proximity with a large proportion of the view affected for the short-term. Given the proximity and extent of construction operations visible across the view the magnitude of effect would be moderate adverse. During operation: Low adverse The CSEPP is partially visible, filtered by intervening vegetation. The heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would make it more prominent in the view than the suspension pylon it replaced. Initially the reinstated and reseeded underground cable swathe would be partially visible, along with replanted hedgerow field boundaries in the short and medium term. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Negligible Long term views of the underground cable swathe 15 years after completion would be similar to those experienced in the baseline condition as established grass and hedgerows would render the swathe indistinguishable. Replacement tree and hedgerow planting would have matured and would effectively screen the oblique view of the CSEPP.	Moderate adverse	Minor adverse	Negligible	D1.85	N/A
D1.H164	Battens Fam, Netherton Wood Lane, Nailsea (2 storey detached property)	High	Local	Medium	435m	Residential property, riding stables and agricultural premises on Netherton Wood Lane. Residential property has a southerly aspect and mature garden with specimen trees. Long, open views to the south and south west within which 3-4 spans of the W Route are visible. Topography and intervening structures control views to the north and north west.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between W35 and the CSEPP would be partly visible. Works at ground level would be partially obscured from view due to intervening vegetation and structures, as would the majority of the underground cabling work. Construction traffic would be evident using the haul route which is closely aligned with this receptor. During operation: Low adverse The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. The heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would make it marginally more prominent in the view than the suspension pylon it replaced. Replanted hedgerow field boundaries would be partially visible in the short and medium term. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion. Replacement hedgerow planting would have matured and stock-proof fencing protecting hedgerows would not be visible.	Minor adverse	Minor adverse	Negligible	N/A	N/A
D1.H165	Four Gables, Netherton Wood Lane, Nailsea (2 storey detached with outbuildings)	Medium	Local	Medium	700m	Residential property on Netherton Wood Lane. Residential property is east facing but with an open south west aspect. Extensive mature gardens with specimen trees. Slightly lower lying but with long, open views to the west and south west within which 3-4 spans of the W Route are visible.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between W35 and the CSEPP would be partly visible in the distance. Works at ground level would be obscured from view due to intervening vegetation and topography. Construction traffic using the haul route through Battens Farm would be partially visible in the middle distance, although intervening field boundary hedgerows would filter these views. During operation: Negligible The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. Due to distance, the heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would not be evident. The Proposed Development would result in a negligible effect in views from this receptor. After 15 years: Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Negligible	Negligible	D1.87	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Properties within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
		Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.H166	South Common Farm (2 storey detached with outbuildings)	Medium	Local	Medium	820m	Residential property on Netherton Wood Lane. Residential property has a southerly aspect with extensive gardens and groups of mature trees. Wide open views to the south and views along the W Route to the south west. Views to the north and north west are filtered by garden trees but there are long views across open, undulating countryside to Tickenham Ridge. Hedgerows and stone walls are prominent foreground features.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between W35 and the CSEPP would be partly visible in the distance. Works at ground level would be obscured from view due to intervening vegetation and topography. Construction traffic using the haul route through Battens Farm would be barely discernible due to distance and intervening hedgerows and trees. During operation: Negligible The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. Due to distance, the heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would not be evident. The Proposed Development would result in a negligible effect in views from this receptor. After 15 years: Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Negligible	Negligible	D1.87	N/A
D1.H167	Netherton Wood, Netherton Wood Farm, Netherton Croft, Netherton Wood Lane, Nailsea (2 storey properties with outbuildings)	Medium	Local	Medium	915m	Residential properties and agricultural premises on the southern side of Netherton Wood Lane. Views along the W Route to north and south with 5-6 spans visible. Properties have a mature garden setting which filters views. Localised undulating topography with hedgerows and hedgerow trees defining small to medium size fields.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between W35 and the CSEPP would be barely visible in the distance. Works at ground level would be obscured from view due to intervening vegetation and topography. Construction traffic using the haul route through Battens Farm would be barely visible due to distance and intervening hedgerows and trees. During operation: Negligible The upper sections of the CSEPP would be partially visible backgrounded by the woodland on Tickenham Ridge and filtered by intervening vegetation and structures. Due to distance, the heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would not be evident. The Proposed Development would result in a negligible effect in views from this receptor. After 15 years: Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Negligible	Negligible	D1.88	N/A
D1.H168	Mendip View, South Fell, The Bungalow, Inala, Netherton Wood Lane, West End, Nailsea (detached properties, two storey, single storey and dorma bungalows)	Medium	Local	Medium	720m	Residential properties with well stocked gardens. Hedges and trees to garden boundaries filter views to the north and east. Wide views across undulating agricultural land with long distance views of Tickenham Ridge. Hedgerows and hedgerow trees are frequent components of the view. 2-3 spans of the W Route are visible to the north east.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between W35 and the CSEPP would be partially visible in the distance. Works at ground level would be obscured from view due to intervening vegetation and topography. During operation: Negligible The upper sections of the CSEPP would be partially visible backgrounded by the woodland on Tickenham Ridge and filtered by intervening vegetation and structures. Due to distance, the heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would not be evident. The Proposed Development would result in a negligible effect in views from this receptor. After 15 years: Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Negligible	Negligible	D1.54 and D1.89	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Roads within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R1	Road	Towerhead Road	Low (motorists and potentially cyclists) no pavement so anticipate no pedestrians	Local	Low	0m	Towerhead Road is bordered by mature hedgerows and frequent hedgerow trees which limits and channels views along the route. Occasional breaks in hedgerows or sections of lower hedgerows enable views of the rising ground of the Mendip Hills to the immediate south and to the north often panoramic views across the pastoral farmland towards Cleeve Ridge. The F Route is generally barely perceptible in the view given the distance, degree of backgrounding by Cleeve Ridge and the speed of travel. The most notable section of the F Route is where it crosses the road but only a short stretch north and south are visible from the road.	During construction: Low adverse Along most of this road construction operations would be barely perceptible due either to distance or screening by intervening trees and built form. Along a very short section of the route there would be open views of the bell mouth entrances to the site compound to the north and into the field and access track to the south. At this point construction machinery, site cabins and construction operations would be visible. In addition work to remove the F Route would also be visible in close distance views. Effects along this short section of road would be moderate adverse, however along the remainder of the route effects would be no greater than low adverse. During operation: Negligible In the short and medium-term views along the route would be similar to the baseline. Where the proposed underground cables crosses the road the route would be barely perceptible apart from reinstated hedgerows and re-establishing ground cover which in the medium term would become similar to the baseline views. The F Route would be removed from the view but it is only noticeable along a very short section of the route where it would introduce low levels of benefit to visual amenity. Along much of the route the proposed development would be barely perceptible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion with the only change being the re-establishment of hedgerows along the road.	Minor adverse	Negligible	Negligible	C1.65 and D1.1	N/A
D1.R2	Road	Eastermead Road	Medium	Local	Low	725m	Receptors using this road experience filtered easterly views. Hedgerows generally restrict views but where hedgerows are lower there are views across pastoral farmland interspersed with frequent hedgerows and trees towards high ground at Cleeve Ridge. The wooded Mendip Hills are prominent in southerly views. The F Route is perceptible where it passes to the east of Banwell Hill and crosses Towerhead Road although many of the pylons are heavily filtered in views by intervening trees. Further north the F Route is barely perceptible either by filtering by intervening trees or backgrounding by Cleeve Ridge.	During construction: Negligible In the short-term there would be temporary glimpses of at-height working to remove the F Route. Ground-level working to construct the underground cables route would generally be screened by intervening trees. Occasional glimpses of temporary at-height working to construct the new 400kV overhead line and proposed AT Route connection would be discernible but would form a small and distant element of the view. During operation: Negligible In the short and medium-term the F route would be removed from views, the most notable section being where it crosses between two hills in the Mendip Hills. The proposed AT Route connection and new 400kV overhead line would be discernible between intervening trees but would form a small and barely perceptible element of the view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.R3	Road	Mead Lane which extends north from Station Road.	Medium	Local	Low	125m	Along most of this road the view is channelled and enclosed by properties or hedgerows on either side of the road. There are occasional glimpses of the F Route between houses in westerly views and two pylons of the N Route are visible in easterly views along a short section of the road between properties and Mead Farm.	During construction: Low adverse In the short-term there would be glimpses of temporary cranes used to remove two pylons along the N Route and to install a temporary pylon line as well as occasional glimpses of works to remove the F Route. Temporary cranes used to construct Sandford Substation may also be glimpsed in easterly views. Works to construct the underground cables route would generally be screened by intervening properties. The magnitude of effect would be no greater than low adverse. During operation: Low adverse In the short and medium-term the F Route and two N Route pylons would be removed from glimpsed views as would the temporary pylon line to the immediate south of the N Route. There would be glimpses of the terminal pylon at Sandford Substation and the new 400kV overhead line extending to the north of this along a short section of the road. The magnitude of effect would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.2	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Roads within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R4	Road	Nye Road extending north from Station Road to Nut Tree Farm. North of Drove Way Bridge the road becomes Drove Way.	Medium	Local	Low	0m	When travelling north along the road receptors initially have views foreshortened and enclosed by properties and orchards on either side of the road. At Drove Way Farm the road rises to cross the Strawberry Line (dismantled railway) although views remain enclosed due to mature trees along the road. The N Route is visible as it crosses to road and for a short extent to the east. Further north there are filtered views to the east and west across pastoral fields with high ground at Cleeve Ridge prominent in easterly views. When travelling south along the road between Nut Tree Farm and the Strawberry Line there are more open views across pastoral farmland with some trees and hedgerows. The Mendip Hills form a prominent backdrop to views in this direction. The F Route is visible as it crosses the road and is visible as it extends across pastoral fields to both the east and west. The base of pylons are often filtered by intervening trees or backgrounded by high ground.	During construction: Low adverse Along the southern part of this road construction activity would be restricted to temporary at-height working to remove the N Route and F Route with other operations generally screened by intervening buildings or trees. Further north along a short section of the road there would be open and near distance views of a site compound including cabins and machinery and also work to construct Sandford Substation including earthworks, machinery, temporary cranes and electrical infrastructure. Scaffolding across the road would also be prominent in views. Further north the construction activity at Sandford Substation would be visible as would work to construct the proposed AT Route connection and the proposed 400kV overhead line and to remove the F Route. Given the distance and the proportion of the view occupied by construction operations along the majority of the route the magnitude of effect would be moderate adverse. During operation: Low adverse In the short and medium-term there would be views into Sandford Substation along a short section of the road close to Drove Way Farm when travelling north and for a longer section of the road between Nut Tree Farm and the Substation when travelling south. Ground-level work would be screened by low level mounding and tree planting, however gantries and the terminal pylon would be visible. In addition the proposed AT Route connection would be visible in westerly views extending north from the substation and the proposed 400kV overhead line would be visible extending to the east. The scale of effect is reduced due to the existing overhead lines in the baseline views however the magnitude of effect would be moderate adverse. After 15 years: Low adverse The view would remain similar to the view on completion although tree planting around Sandford Substation would have increased in height to provide a greater degree of screening to gantries although the tops of them and the terminal pylon would remain visible particularly in southerly views. Planting on the edge of Drove Way Bridge would provide heavy filtering to glimpsed views of the substation. The magnitude of effect would be low adverse.	Minor adverse	Minor adverse	Minor adverse	D1.3, D1.4, D1.5, D1.6, D1.7, D1.10, D1.11 and D1.12	VPD1, VPD19, VPD20 and VPD25
D1.R5	Road	Drove Way extending north from Nut Tree Farm to Puxton	Medium	Local	Medium	310m	When travelling along this road there are open views on either side of the road across pastoral farmland interspersed by frequent hedgerows, trees and occasional farms or clusters of properties. Cleeve Ridge is prominent in easterly views and the Mendip Hills are prominent in southerly views. The F Route is visible along most of the route but it is often partially filtered by intervening trees and hedgerows which makes it a small and distant element of the view. It is more noticeable along the southern part of this receptor where it is closer to the road. The AT Route is also visible on the skyline as it crosses the road and is visible up to its connection with the F Route. In southerly views along the road as it travels further north the AT Route forms a feature on the skyline although it is backgrounded by the Mendip Hills.	During construction: Low adverse In the short-term there would be easterly views of the construction of the new AT Route connection which would be most notable in views along the road between Nut Tree Farm and South Farm. There would also be occasional glimpses of construction machinery using the access track close to the route of the new overhead line. The removal of the AT Route would also be prominent along a short section of the road where the AT Route crosses it and scaffolding would be erected over the road. There would be more distant views of temporary at-height works to remove the F Route and construct the new 400kV overhead line although this would be more filtered in views. Work at Sandford Substation would generally be filtered by intervening trees and limited to temporary at-height work. Along much of the route construction activity would be filtered by intervening trees, given the short duration of the works the magnitude of effect would be low adverse. During operation: Low beneficial In the short and medium-term there would be low levels of benefit to visual amenity as the AT Route would be removed from the view. The proposed AT Route connection would be introduced into westerly views but pylons would be partially filtered by intervening trees. The proposed 400kV overhead line would be introduced into easterly views but would be partially filtered by intervening trees or backgrounded by Cleeve Ridge. The scale of effect is reduced as these views currently contain the F Route which would be removed. The terminal pylon at Sandford Substation would be glimpsed in southerly views, it would be partially backgrounded by the Mendip Hills which would reduce the scale of effect. The rest of the substation would be mostly screened by intervening trees although the tops of gantries may be discernible particularly in views from the southern part of the road. The removal of the AT Route would give rise to the most notable change along this route and would offset adverse effects from the substation and proposed 400kV overhead line and proposed AT Route connection in more distant views. The magnitude of effect would be low beneficial. After 15 years: In the long-term views of the Proposed Development would be the same as on completion although the screening around Sandford Substation would provide a greater degree of screening to gantries in views from the southern part of this road.	Minor adverse	Minor beneficial	Minor beneficial	D1.12	VPD25
D1.R6	Road	Carditch Drove		Local		710m	This section of the lane passes between a golf course to the north and agricultural fields to the south. Fields are bounded by hedgerows and hedgerow trees. The tree-lined Strawberry Line is a notable feature of the view. The F Route is intermittently visible above trees along the Strawberry Line but forms a small element of the view.	During construction: Low adverse From breaks in hedgerows and between trees on the Strawberry Line there would be glimpsed views of at-height working to remove the F Route and construct the proposed 400kV overhead line. These views would only be experienced fleetingly and for a short duration of time. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the view would alter with the removal of the F Route and replacement in the view by a slightly taller proposed 400kV overhead line supported on T pylons slightly closer in the view. The solid column would make it slightly more noticeable in views than the lattice structure of the F Route. Along much of the PRoV filtering of the view by intervening trees, mostly along the Strawberry Line, would make this change barely perceptible. Given the fleeting and oblique nature of these views the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.13	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Roads within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R7	Road	Rural lane leading from Riverside to Puxton Road adjacent to Essex House and Land House Farm	Medium	Local	Low	660m	Receptors travelling north along this road experience filtered easterly views across pastoral fields towards scrub and trees in hedgerows and along rhynes and ditches and around properties. In places views are foreshortened by mature trees along roadside hedgerows. There are occasional glimpses of the F Route between trees. The AT Route is often screened by intervening trees although is occasionally visible along the northern section of the road. Southerly views are across pastoral farmland with the Mendip Hills visible above intervening trees and hedgerows.	During construction: Negligible In the short-term there may be occasional northerly and easterly views of temporary at-height working to construct the new 400kV overhead line and remove 3 AT Route pylons but this would form a barely perceptible element of the view. In southerly views work to construct Sandford Substation would generally be screened by intervening trees. There would be occasional glimpses of temporary at-height work to construct the new AT Route connection but filtering by intervening trees would make this a small element of oblique views. During operation: Negligible In the short and medium-term there would be glimpsed views of the tops of pylons on the new AT Route connection above and between intervening trees. There may also be distant glimpsed easterly views of the new 400kV overhead line and in southerly views of the terminal pylon at Sandford Substation, although this would be backgrounded by the Mendip Hills and generally barely perceptible in views. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.14	N/A
D1.R8	Road	Puxton Road extending from Land House Farm to Puxton.	Medium	Local	Low	345m	Along the western part of this road receptors have filtered views across pastoral farmland. North of Landhouse Farm the AT Route is visible as is crosses the road and extends to the east and west. Further north along the road as it reaches Puxton there are glimpsed southerly views of a longer stretch of the AT Route above intervening trees including its connection with he F Route.. The pylons are partly backgrounded by high ground at the Mendip Hills. The F Route is occasionally glimpsed in easterly views but given the speed of travel is generally barely perceptible and often backgrounded by Cleeve Ridge.	During construction: Negligible In the short-term there would be temporary glimpsed views of at-height working to remove the AT Route and occasional glimpse of work to construct the new AT Route connection to the south and new 400kV overhead line to the east. The work would be barely perceptible along much of the route and the magnitude of effect would be negligible. Along the short section of road where the AT Route crosses construction activity would be slightly more noticeable and tot eh immediate east of Maysgreen Lane the bell mouth entrance and construction track and construction machinery would be visible as well as temporary cranes and construction activity around the AT Route. The magnitude of effect along this short stretch would be low adverse. During operation: Negligible In the short and medium-term 3 AT Route pylons would be removed from the view, this would be most notable along the eastern part of the road close to Puxton. The proposed AT Route Connection would be visible but as it extends south rather than east it would occupy a smaller extent of the view and often be screened or heavily filtered by intervening trees and backgrounded by high ground of the Mendip Hills. The proposed 400kV over4head line may be occasionally glimpsed but it would be generally backgrounded by Cleeve Ridge and would replace views of the F Route. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.18	N/A
D1.R9	Road	Box Bush Lane	Medium	Local	Low	340m	The road is bordered by tall hedgerows and trees. Easterly views are possible along the northern part of the road where hedgerows are lower. Receptors have views across pastoral fields bordered by mature tree. High ground at Cleeve Ridge is visible in the background. The AT Route is visible above trees on the skyline. Along the remainder of the route views to the east are limited to glimpses along property drives or breaks in hedgerows.	During construction: Negligible Along most of this road construction activity would be screened by intervening hedgerows and or buildings. At the northern edge there would be temporary glimpsed views of at-height working and cranes to remove AT Route pylons and to construct the new AT-Route connection. Ground-level works would be mostly screened by intervening hedgerows and trees. Along most of the route the work would be barely perceptible and the magnitude of effect would be negligible rising to low adverse along the northern section of the road. During operation: Negligible In the short and medium-term the AT Route pylons visible along the northern section of the route would be removed but replaced by a similar number of slightly smaller pylons along the proposed AT Route connection. These would be in slightly different locations but the change in this fleeting view would be barely perceptible. The proposed AT Route connection may be glimpsed from breaks in the hedgerow along the other parts of the road but again would be restricted to glimpses of the top of individual pylons and heavily filtered by intervening trees and hedgerows. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.15	N/A
D1.R10	Road	Maysgreen Lane	Medium	Local	Low	460m	Receptors travelling south along this road have views above roadside hedgerows across pastoral fields bordered by frequent mature trees. Properties along Maysgreen Lane often foreshorten and enclose views. Where longer views across pastoral fields are possible High ground at Cleeve Ridge tot eh east and the Mendip Hills to the south form a prominent backdrop. The AT Route is visible above and between intervening trees although backgrounding by the Mendip Hills reduces their visibility.	During construction: Negligible In the short-term there would be glimpsed southerly views of temporary at-height working and cranes to remove the AT Route pylons and very occasionally to construct the proposed 400kV overhead line to the east and proposed AT Route connection to the south. This activity would be in the background of the view and given the speed of travel and intervening trees, hedgerows and built form would be barely perceptible. During operation: Negligible In the short and medium-term there would be occasional glimpses of the proposed 400kV overhead line to the east, however this would replace occasional glimpses of the F Route which would be removed. In southerly views the tops of AT Route pylons would be removed. There may be glimpsed views of the proposed AT Route connection but given the angle of the view the new overhead line would occupy a much smaller proportion of the view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.19	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Roads within 1km of the Proposed Development in Section D

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

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Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R11	Road	Puxton Lane	Medium	Local	Low	640m	Receptors travelling along this road experience views across pastoral farmland interspersed with occasional properties and frequent hedgerows and trees. Cleeve Ridge forms a prominent backdrop to the east and the Mendip Hills to the south. The F Route is intermittently visible above and between intervening trees to the east and the AT Route is occasionally visible to the south. In both instances pylons are backgrounded by high ground beyond which given the speed to travel often makes them barely perceptible.	During construction: Negligible In the short-term there would be glimpses of temporary at-height working to remove the F Route and part of the AT Route and to construct the new 400kV overhead line. The proposed AT Route connection would generally be screened by intervening trees in southerly views. During operation: Negligible In the short and medium-term the AT Route would be removed from southerly views although given the degree of filtering this would be often a barely perceptible change to the view. In easterly views the F Route would be replaced by the new 400kV overhead line along a similar alignment. The pylons would be slightly taller but high ground at Cleeve Ridge would still provide some backgrounding. The pylons would be intermittently visible above and between intervening trees. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.R12	Road	Dolemoor Lane, off Old Weston Road, Congresbury	Low	Local	Low	225m	The eastern section of the lane which gives access to residential properties is well hedged and fairly enclosed. Views are restricted to glimpses between buildings and trees, and over hedgerows. Further west along the lane views open out but there are only a handful of properties at this end of the lane. There are open views of the F Route to the west and along the line to north and south. The line oversails the lane.	During construction: Low adverse In the short term and from the western end of the lane there would be open views of temporary cranes for at height working to remove the F Route and construct the proposed 400kV line and views of scaffolding, access tracks and construction machinery. This view would be experienced by a very limited number of users and the magnitude of effect would be moderate adverse. From eastern section of the lane, which is more heavily used the magnitude of effect would be low adverse due to the restricted views and greater viewing distance. Construction traffic would utilise this road to access the working area. During operation: Low adverse The W Route pylon and conductors would be removed from direct views and replaced with a new 400kV line oversailing the road with a T pylon just to the south side of the lane. The 400kV line replaces the W Route on the same alignment but slightly further west. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.23	N/A
D1.R13	Road	A370, Weston Road	Low	Local	Low	0m	The road is generally enclosed, bordered by tall hedgerows and trees and intermittent development. Occasional views to north and south are possible where gaps between hedgerows or buildings allow. High ground at Cleeve Hill is visible in the east. The F Route is prominent in the view where it oversails the road close to Moorland Park but elsewhere is not generally visible.	During construction: Low adverse In the short term and from a short section of the road there would be open views of temporary cranes for at height working to remove the F Route and construct the proposed 400kV line and views of scaffolding, access tracks and construction machinery. This view would be transient and the magnitude of effect would be moderate adverse. From other parts of the road the magnitude of effect would be low adverse due to the greater viewing distance and the intervening buildings and vegetation. During operation: Low adverse The W Route pylon and conductors would be removed from direct views and replaced with a new 400kV line oversailing the road approximately midway between two T pylons. The 400kV line replaces the W Route on a very similar alignment but slightly further west. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.23, D1.24, D1.25 and D1.26	N/A
D1.R14	Road	Wemberham Lane, Yatton	Low	Local	Low	0m	This is a no through road giving access to commercial premises and a small number of residential properties. The eastern section of the lane passes between buildings where views are constrained. Further west along the lane, views open out and once passed the Works, there are direct and open views of the F Route to the west. 5-6 spans are visible above field hedgerows with a predominantly sky background. At this point the road is solely for access to a handful of residential properties and a farm. The W Route oversails the lane.	During construction: Low adverse In the short term and from the western end of the lane there would be open views of temporary cranes for at height working to remove the F Route and construct the proposed 400kV line and views of scaffolding, access tracks and construction machinery. This view would be experienced by a very limited number of users and the magnitude of effect would be moderate adverse. From eastern section of the lane, which is more heavily used the magnitude of effect would be low adverse due to the greater viewing distance and the intervening buildings and vegetation. Construction traffic would utilise this road to access the working area. During operation: Low adverse The W Route pylon and conductors would be removed from direct views and replaced with a new 400kV line oversailing the road approximately midway between two T pylons. The 400kV line replaces the W Route on the same alignment but slightly further west. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.28 and D1.29	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Roads within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R15	Road	Arnolds Way, Horsecastle, Yatton	Low	Local	Low	470m	This is a no-through road which gives access to residential streets and commercial properties. From the northern end of the road, close to the roundabout there are open views to the west with the W Route visible in the distance beyond agricultural fields and hedgerow field boundaries. Further along the road views to the west are more limited due to buildings and intervening vegetation. The W Route is not present in the majority of views from this receptor.	During construction: Low adverse In the short term and from those locations where views of the existing infrastructure are available, there would be distant views of temporary cranes for at-height working to remove the F Route and construct the proposed 400kV overhead line. These are intermittent and transient views. The magnitude of effect would be low adverse. During operation: Low adverse The W Route pylon and conductors would be removed from open views and replaced with a new 400kV line on a similar but slightly further away alignment. The T Pylons would be more visible above intervening trees. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.30	N/A
D1.R16	Road	North End Road	Low	Local	Low	305m	Direct view towards an existing F Route pylon adjacent Kenn Road from north western section of road. Open Oblique views from the north western extent of this view extends northwards over a stone wall and a hedgerow across farmland and includes existing F Route oversailing Kenn Road and northeast across farmland. Hedgerow screens part of the oblique view. views from the central section of the road are screened by North End properties and a roadside wall near the southern end of properties. Views from the southern sections near the roundabout include a filtered view northeast across farmland and include the existing F Route pylons visible above and through hedgerow in glimpsed transient view.	During construction: Low adverse In the short term and from those locations where views of the existing infrastructure are available, there would be views of temporary cranes for at-height working to remove the F Route and construct the proposed 400kV overhead line. These are intermittent and transient views. The magnitude of effect would be low adverse. During operation: Low adverse The W Route pylon and conductors would be removed from oblique transient views and replaced with a new 400kV line on a similar but slightly further away alignment. The T Pylons would be more visible above intervening trees and Tickenham Ridge in the distance beyond wood poles closer in the view. The 400kV angle pylons may be introduced into oblique views beyond hedgerow trees from the northern section of the road. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.38	VPD8
D1.R17	Road	Ham Lane	Medium 9 motorists, walkers, cyclists, horse riders)	Local	Medium	510m	Eastern extent of Ham Lane has open views northwards across flat farmland divided by ditches and maintained hedgerow. The existing W Route extends across the full extent of the oblique view. pylons are visible above the hedgerow and between trees in the middle distance. 25-50% of the pylons re visible. 5 pylons visible from eastern end, pylons leading northeast are partly backgrounded by Tickenham Ridge. 2no. tall weather stations masts are visible beyond the intervening trees.	During construction: Low adverse Vehicles movement would be partly screened and filtered by trees and hedgerows in the middle distance. Taller vehicles and cranes would be perceptible in the oblique partly screened view. During operation: Low adverse The existing W Route line would be removed from the oblique open view and replaced with a new 400kV line, more visible above middle distance trees and hedgerow. Existing W Route pylons just perceptible on the ridge would be replaced with a 400kV line perceptible at the top of the ridge in the distance comprising a very small part of the view. The magnitude of effect from this receptor would be low adverse. After 15 years: Low Adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.46	N/A
D1.R18	Road	Lampley Road	Low (motorists) Medium (cyclists)	Local	Low	0m	Views from the central section of this road are open and oblique and extend along the existing F Route to the south with backgrounding form Mendip Hills and to the north and northeast with hedgerow and trees partially screening and filtering views of the F Route lie to varying degrees running south and northeast. The angle pylon is backgrounded by tree cover. Trees along the north side of the road east of the nursery property and along the south side of the road at Acorn Fisheries channel the view east to conductors over the road. Views from the eastern section extend over the low hedgerow towards the F Route conductors above and between hedgerow and the F Route pylon adjacent to the road visible above properties.	During construction: Low adverse In the short term and from a short section of the road to the east of Acorn Fisheries there would be views of temporary cranes for at height working to remove the F Route and construct the proposed 400kV line and more oblique and filtered glimpses of scaffolding, access tracks and construction machinery in the distance. Construction traffic will access the working area from this road. The magnitude of effect would be low adverse. During operation: Low adverse The W Route pylon and conductors would be removed from direct views and oblique transient views and replaced with a new 400kV line over the road with 400kV pylons set back from the road and visible in the oblique view. The angle pylon to the north would be partly backgrounded at the base and the new pylon to the south would be visible but screened and filtered at the base in the same view. 400kV line in the north east more visible above intervening trees and Tickenham Ridge in the distance beyond wooden poles closer in the view. The 400kV angle pylon may be introduced into oblique views beyond hedgerow trees from the eastern section of the road. The magnitude of effect would be low adversø. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.36 and D1.37	VPD18
D1.R19	Road	Back Lane	Low (motorists) Medium (cyclists, pedestrians, Horse riders)	Local	Low	710m	At the northern and southern ends oblique views east are largely screened and obscured by properties, tall hedgerows and boundary trees with glimpsed views across fields at gaps in hedges and fields entrances. Views are across fields with intervening field trees and hedgerows obscuring views to F Route with pylons visible above trees in places. At the central section of road, the hedgerow becomes low with open views across fields. F Route is partially visible beyond M5 with pylons visible above intervening fields trees. Evergreen trees to nursery adjacent M5 obscure views beyond M5 and bridge over motorway.	During construction: Low adverse In the short term and from the short central section of the road there would be distant views of temporary cranes for at-height working to remove the F Route and construct the proposed 400kV overhead line. The magnitude of effect would be low adverse. During operation: Low adverse The F Route is removed from the view and replaced with 400kV T pylons on a similar alignment but slightly further west. One angle pylon would be slightly closer to the receptor with an additional angle pylon to east. 400kV line visible largely at central section of road as per baseline condition with greater extent of pylons visible above trees. 400kV may also become visible above conifer trees adjacent M5. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.35	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Roads within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R20	Road	Kenn Road	Low	Local	Low	0m	The B3133 leads out of Clevedon to the south to Yatton. It provides access to residential properties and businesses and is a predominantly hedged lane with ditches alongside. There are views to the east towards Kenn Moor. The southern section of the road is oversailed by the F Route in the vicinity of Hope Farm. At this point the F Route is prominent but from other sections of the road views of the pylons and conductors are partial and glimpsed between intervening buildings and vegetation.	During construction: Low adverse In the short term and from a short section of the road in the vicinity of Hope Farm there would be oblique views of temporary cranes for at-height working to remove the F Route and construct the proposed 400kV overhead line and more oblique and filtered glimpses of scaffolding, access tracks and construction machinery in the near distance. The magnitude of effect would be low adverse. During operation: Low adverse In the vicinity of Hope Farm, the W Route would be removed from view and replaced by the 400kV overhead line on the same alignment. The 400kV T pylons would be more prominent in near views and more visible above the trees in more distant views. From more northern sections of the road the change would be indiscernible. Overall, the magnitude of effect from this receptor is low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.39 and D1.40	VPD27
D1.R21	Road	Kenn Street	Low	Local	Low	650m	There are partial and distant views of the F Route to the east from the eastern end of the road. Views of the F Route, which are partially visible above vegetation are across agricultural fields with hedgerows and hedgerow trees obscuring ground level views and filtering some higher level views. West of Duck Lane buildings and vegetation screen views of any existing infrastructure.	During construction: Low adverse In the short term, at height works associated with the removal of the F Route and the construction of the 400kV line will be partially visible in the distance. During operation: Low adverse The R Route is removed from the view and replaced with 400kV T pylons and conductors on the same alignment. Due to the increased height of the proposed line a greater proportion of pylons will be visible above trees and rising above Cleeve Hill, albeit at some distance away. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.43	N/A
D1.R22	Road	Kenmoor Road	Medium	Local	Medium	0m	Between Moor Road and Crossway Farm open views over hedgerows available north across fields and along the road with the F Route visible to north west and north east in distance and above field trees with top of pylons visible. Between Crossway Farm and Barberry Farm views east are heavily filtered by roadside hedge and vegetation. Views straight ahead and north west over hedges available with the F Route visible above trees in the middle distance and in direct view passing over the road. Between Barberry Farm and Manor Farm views available east and west across fields with views along the F Route in both directions northeast and southwest and crossing over cycleway with the F Route visible and a pylon adjacent to the road. Manor Farm to Kenn Street. Views east available across the moor with the F Route visible above field trees in the middle distance. Views west over fields also available but the F route is largely not visible due to mature trees and built form screening. Some glimpsed views available to top of pylons south of LA10/1. Between Kenn Street and Nailsea Wall views generally filtered and obscured by farms, hedges and trees with some views across fields. Views generally obscured by trees along Liypad Drove with occasional glimpsed views of the F Route pylons just visible above trees and at gaps between trees.	During construction: Low adverse For much of the road views of construction activity would be restricted to temporary at-height working to construct the 400kV line and to remove the F Route with other operations generally screened by intervening hedgerows, trees and buildings. Between Barberry Farm and Manor Farm where the road passes beneath the works there would be open and near views of ground level and at height work. Scaffolding across the road would also be prominent in views. Given the distance and the proportion of the view occupied by construction operations for a short duration of time along the majority of the route the magnitude of effect would be low adverse but rising to moderate adverse along a short section of the route between Barberry Farm and Manor Farm. During operation: Low adverse W Route removed and replaced with 400kV overhead line on similar alignment. The 400kV pylons and conductors will be slightly more visible above field trees and other intervening structures due to their height and where the road passes in close proximity to, and beneath the 400kV route, the pylons will appear more prominent than those previously experienced due to their larger size. Given the degree of filtering, the intermittent nature of the views and the distance along much of the route the magnitude of effect would be no greater than low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.43, D1.44, D1.45, D1.46 and D1.48	VPD9; VPD21
D1.R23	Road	410 Avon Cycleway along Nailsea Wall	High	Local	Medium	0m	Open oblique views north to Tickenham Ridge and direct views along road towards West End and elevated ground with W Route visible in distance at West End. Views are across Clevedon Moor with intervening hedgerows and trees to field boundaries. Heavily filtered views south due to dense roadside hedge and trees. At Bam Ritchies and bend in road F Route becomes visible above trees with one pylon visible. Further east more of the F Route becomes visible above trees across Nailsea Moor with the W Route visible beyond above West End. In filtered glimpsed views south F Route starts to become visible intermittently at gaps in hedges and where trees are less dense. Visible above trees across Kenn Moor. Between Decoypool Rhyne and Nailsea Wall Lane views north east and south west become more open across Nailsea Moor and Kenn Moor with F Route prominent with views along overhead line north east and south west where it crosses over Nailsea Wall. pylons near road fully visible but then visible above field trees in distance with W Route still visible beyond above West End on elevated ground. Dense mature trees along River Kenn and Parish Brook background and obscure base of pylons to F Route. Long distance views to top of Tickenham Ridge available with the W Route visible at the top.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and removal of the F Route. Along most of the road this would appear distant and filtered by intervening trees. Along a short section of the route close to Nailsea Wall there would be open views of scaffolding across the road (and cycleway) as well as ground level working around pylons. In the short term at-height works associated with the construction of the CSEPP on the W Route and the re-tensioning of the conductors between W35 and the CSEPP, would be partly visible from Netherton Wood Lane in the distance. Works at ground level would be obscured from view due to intervening vegetation and topography. The magnitude of effect would be moderate adverse along a short section of road but low adverse along the majority of the road. During operation: Low adverse In the short and medium-term views of the F Route would be replaced by the slightly taller 400kV overhead line, which would be more noticeable above intervening trees. Views along the line as it crosses Kenn Moor would be possible. Along some sections of the road northerly views along the line and glimpses of it crossing Tickenham Ridge would be possible although this would be distant and barely discernible in the view. The W Route previously visible at Tickenham Ridge are removed from the view, reducing the total number of pylons visible. Given the distance of the proposed 400kV overhead line to much of the road the magnitude of effect would be low adverse. The magnitude of effect would rise to moderate adverse along the short section where the proposed 400kV overhead line would oversail the route and a T pylon would be to the immediate south. From Netherton Wood Lane the upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. Due to distance, the heavier gauge steel used to construct the CSEPP and the platform would not be evident. Overall, the Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.49, D1.50, D1.51, D1.52 and D1.54	VPD10

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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R24	Road	Nailsea Moor Lane	Medium	Local	Low	555m	Narrow hedged lane with intermittent views out to the north between hedgerow trees. Oblique and partial views of the F Route to the north backgrounded against Tickenham Ridge. Hedgerows and field trees filter views and obscure ground level views. Tops of W Route pylons visible in the distance to the east beyond dwellings and landform at West End.	During construction: Low adverse In the short term at-height works associated with the construction of the 400kV T pylons and the removal of the F Route would be partially visible to the west, with some filtering provided by intervening hedgerows and trees. At-height works associated with the construction of the CSEPP and the removal of the W Route would be partly visible. During operation: Low adverse F Route removed from the view with 400kV T pylons introduced slightly further north and more prominent above trees and rising above Tickenham Ridge in some views. In distant views to the east the upper section of the CSEPP visible and part of the W Route undergrounded and removed from view. The 400kV line visible in the distance at the top of Tickenham Ridge. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.55 and D1.90	N/A
D1.R25	Road	West End Lane	Medium	Local	Low	400m	Narrow hedged lane with residential dwellings and farm buildings scattered along its length. Hedged and well treed in parts. Localised, incised topography creates an enclosed and intimate feel to the road, which at times has no views and at others quite open views, particularly to the north. Oblique and partial views of the F Route backgrounded against Tickenham Ridge. Hedgerows and field boundaries filter views and obscure ground level views. Tops of W Route pylons visible in the distance to the east beyond dwellings and landform at West End.	During construction: Low adverse In the short term at-height works associated with the construction of the 400kV T pylons and the removal of the F Route would be partially visible to the west, with some filtering provided by intervening hedgerows and trees. At-height works associated with the construction of the CSEPP and the removal of the W Route would be partly visible. During operation: Low adverse F Route removed from near views with 400kV T pylons introduced slightly further away north but taller above trees and rising above Tickenham Ridge in some views. In more distant views to the east the upper section of the CSEPP visible and part of the W Route undergrounded and removed from view. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.55, D1.59 and D1.90	VPD11
D1.R26	Road	Engine Lane, Nailsea	Low	Local	Low	435m	Residential street on the edge of settlement with views to the north and west across open land and distant views of Tickenham Ridge. 3-4 spans of the W Route are visible in the middle distance, partially screened by intervening vegetation and landform. The sports club and some agricultural farm buildings are also visible. The foreground is dominated by the dry-stone wall and hedgerow which runs along the west side of the road with two storey properties on the east side occupying a slightly elevated position. There are a few mature trees within the roadside hedgerow.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the removal of the W Route would be partly visible. Works at ground level would be obscured from view due to intervening vegetation. Underground cable work partly visible and would comprise the removal of existing vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. The stone wall along Engine Lane would partially screen proposed cable works in the view. Construction accesses would be formed by a bell mouth turning off Engine Lane requiring two gaps to be created in the stonewall. During operation: Low beneficial 3 spans of the W Route are removed from the view. The CSEPP is partially visible, viewed obliquely and against the sky but filtered by intervening vegetation. The heavier gauge steel used to construct the CSEPP and the platform a third of the way up the pylon would make it slightly more prominent in the view than the suspension pylon it replaced. Initially the reinstated and reseeded underground cable swathe would be visible beyond the stonewall, along with replanted hedgerow field boundaries in the short and medium term. The access gaps formed in the stonewall would remain evident with open views of the cable swathe visible through the gaps. The W Route would be removed from views resulting in a beneficial visual effect. The Proposed Development would result in a low magnitude of effect in views from this receptor. After 15 years: Low beneficial Long term views of the underground cable swathe 15 years after completion would be similar to those experienced in the baseline condition as established grass and hedgerows would render the swathe indistinguishable. Replacement tree and hedgerow planting would have matured and would effectively screen the 9m high platform.	Minor adverse	Minor beneficial	Minor beneficial	D1.58, D1.83, D1.84, D1.85 and D1.86	N/A

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Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R27		Causeway	Medium	Local	Medium	0m	When travelling north from Nailsea views are initially filtered and channelled by mature roadside hedgerows and trees allowing intermittent glimpses of pastoral farmland towards Nailsea to the south and Tickenham Ridge to the north. Further north across the moor hedgerows become less frequent enabling long distance panoramic views tot he south across Nailsea Moor towards Nailsea with high ground beyond. The F and W Routes are visible crossing farmland to the north of Nailsea, the base of pylons are often filtered by intervening trees but the pylons are visible on the skyline. The pylons are also glimpsed extending to the south west. Northerly views are towards Tickenham with Tickenham Church a prominent feature of the view with Tickenham Ridge rising beyond. In easterly views the F and W Routes are visible extending towards Stone-edge-Batch with some pylons visible extending onto Tickenham Ridge. Along the northern most section of the road (which becomes Washing Pound Lane) easterly views are across farmland towards properties at Stone-edge-Batch. The F and W Routes are visible with pylons in close alignment as they extend onto Tickenham Ridge. Southerly views are filtered by intervening trees.	During construction: Moderate adverse In the short-term along the southern part of the road there would be filtered views of the underground cables connection including bell mouth entrances off the road into the working area, cable trenches, haul roads and construction machinery using them. Temporary at-height working to remove the F and W Routes would be discernible although filtered by intervening trees. Further north there would be open near distance views of the construction of the proposed 400kV overhead line across Nailsea Moor including scaffolding across the road, at-height working to construct the pylons, ground level working around pylon bases and construction machinery using the haul roads. This would be possible along the route to the south west and to the north east towards Stone-edge Batch. The removal of the F and W Routes would be glimpsed beyond. Further north the activity around the HDD connection across Parish Brook would be visible close to Church Lane and further north views would comprise underground cables connection, haul roads and the construction compound which is immediately to the east of the road (Washing Pound Lane). The underground cables connection would be visible as it turns and heads parallel to Clevedon Road. Construction operations would be seen in close proximity with a large proportion of the view affected for the short-term and the magnitude of effect would be moderate adverse. During operation: Moderate adverse On completion and in the short-term, the reinstated and reseeded 132kV underground cable swathe would be perceptible along with replanted hedgerow protected with stock-proof fencing. Grassland across the cable swathe would have established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The most notable change which would be visible along most of the road would be the introduction of the proposed 400kV overhead line across Nailsea Moor extending to the southwest and to the northeast to Stone-edge Batch and onto Tickenham Ridge. The proposed 400kV overhead line would be closer in the view than the F and W Routes which would be removed. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some backgrounding which would minimise the scale of change from the present situation. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse Long-term views of the proposed 400kV overhead line and the 132kV underground cables swathe 15 years after completion would be similar to those anticipated on completion, and following the establishment of grassland and hedgerow planting in the short and medium-term.	Moderate adverse	Moderate adverse	Moderate adverse	D1.62, D1.63, D1.68, D1.72, D1.73 and E1.1	VPD13, VPD16 and VPD23

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Roads within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R28		Pound Lane	Low	Local	Low	275m	Road with hedgerow and hedgerow trees which filter views to the north and north west. The western section of the road affords filtered views of the W and F Routes to the north west partially backgrounded against the woods and development on the lower slopes of Tickenham Ridge. Partial views of 4 No. pylons possible from this receptor.	During construction: Low adverse In the short term, ground level and at-height works associated with the removal of the W and F Routes and with the construction of the 400kV line will be possible in the middle distance. During operation: Low adverse W and F Routes removed from view. 400kV introduced slightly further away on a similar alignment. Existing roadside trees provide some filtering. pylons from 400kV pylon will be taller but remain backgrounded by Tickenham Ridge. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.69	VPD15
D1.R29		Southern section of Clevedon Road	Low	Local	Low	670m	Views from the road are of residential properties and other edge of settlement activities. There are fleeting views of the W and F Routes but these are seen between buildings and trees in the distance.	During construction: Negligible In the short term at-height works associated with the removal of the F and W Routes and the construction of the 400kV line would be occasionally glimpsed between buildings and trees, in the distance. The magnitude of effect from this receptor would be negligible During operation: Negligible The W Route and F Route would be removed from glimpsed views and replaced with the slightly taller 400kV T pylons on a similar alignment and at a similar distance away. The distance of view would render the change in height undiscernible. The magnitude of effect from this receptor would be negligible After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.R30		Clevedon Road between Nailsea and its junction with Tickenham Hill		Local		105m	Mature trees and hedgerows filter and obscure views. W and F Route pylons and conductors visible against the sky. Filtered view to the north to pylons on raised land at Stone-edge-Batch.	During construction: Low adverse At height works relating to the dismantling of the W and F Routes and construction of the 400kV partly visible, filtering provided by intervening hedgerows and trees. During operation: Low beneficial In the short and medium-term the F Route and W Route would be removed and replaced by the slightly taller proposed 400kV overhead line but although taller only 1 line in view and given the distance, filtering by trees would help to reduce visibility of the new overhead line. Western end of road which is in close proximity to the proposed 400kV overhead line but previously had two overhead lines in the view. The removal of the F Route and W Route would offset adverse effects of the proposed 400kV overhead line. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.70, D1.75, D1.80	N/A
D1.R31		Church Lane extending east from Causeway to Clevedon Road	Moderate	Local	Medium	160m	The lane is partly hedged with roadside trees but in sections there are wide open views to the south across fields with stone walls and hedgerow boundaries. field edge trees are common in the view. The F and W Routes are visible above intervening trees along Parish Brook and high ground in the distance provides partial backgrounding of pylons.	During construction: Low adverse In the short-term there would be open near distance views of construction activity along the W Route underground cables connection in fields to the north and south of the lane and for a short time crossing the lane itself. This would include trenching, haul roads and construction machinery in close proximity to the road, together with the removal of vegetation and temporary removal of stone boundary walls. In addition there would be glimpses of temporary at-height working and intermittently ground level working and machinery along the proposed 400kV overhead line across the extent of the view to the south and also obliquely to the south west. Beyond this there would be glimpses of temporary at-height working associated with the removal of the F and W Routes. Given the proximity of the work but the short duration of time, the magnitude of effect would be minor adverse. During operation: Low adverse In the short and medium-term the F and W Routes would be removed from southerly views but replaced by the taller 400kV overhead line which would be closer to the receptor, to the north of Parish Brook. There would be some filtering to the base of pylons but they would be visible above trees and high ground in the background. Close range views would initially be of the re-establishing line of the underground cables, this would quickly re-establish with grass and re-constructed stone walls becoming undistinguishable. Given the closer proximity of the proposed 400kV overhead line to the two lines removed from the view, the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.72 and D1.73	VPD16 and VPD23
D1.R32	Road	Claverham Drove	Moderate	Local	Medium	695m	Road runs parallel to F Route. Views open across Kenn Moor to Tickenham Ridge with intervening field trees, hedges and blocks of woodland. F Route visible in oblique view with views along line. In some parts pylons visible above trees and others all of pylons visible but backgrounded by Tickenham Ridge at eastern end. At eastern end views of F Route available in distance above trees at Yatton. Views of part of W Route also available in distance to east and above trees, although hedgerow along southern side of the road filters or obscures many views to the east.	During construction: Low adverse In the short term, at-height works associated with the construction of the 400kV line and the removal of the F Route will be evident in the distance. Ground level works will be obscured from view due to intervening vegetation. During operation: Negligible The proposed 400kV T-pylons would be more visible due to their height and they will be seen protruding above Tickenham Ridge. This together with the distance of view will result in a negligible magnitude of effect in the view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Negligible	Negligible	D1.46 and D1.47	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Roads within 1km of the Proposed Development in Section D

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.R33	Road within Industrial estate	Blackfriars Road, Nailsea	Low	Local	Low	555m	Views along the road (east - west) are dominated by light industry and warehousing. Views to the east are terminated by the rear elevation of residential properties on Hannah Moor Road. Views to the west look across the sports pitches on the western edge of Nailsea and towards Clevedon in the far distance. The F Route and W Route are partially visible in the distance. Street trees in verges filter views of some buildings.	During construction: Low adverse In the short-term underground cable work would be visible at close range and would comprise the temporary dismantling of boundary structures and vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. At-height works associated with the removal of the W Route would be visible. Works at ground level would be partly obscured from view due to intervening vegetation. Distant and partial views of at-height works in relation to the removal of the F Route and construction of the 400kV line would be possible in westerly views. During operation: Negligible Initially the reinstated underground cable swathe would be visible, along with replaced boundary structures and replanted vegetation in the short and medium term. 2-3 spans of the W Route are removed from westerly views. The F Route is removed from distant views to the west and replaced with the 400kV line on a similar alignment but further away on Nailsea Moor. The Proposed Development would result in a negligible change in views from this receptor. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Negligible	Negligible	N/A	N/A
D1.R34	Residential roads	Roads in west Nailsea set back from settlement edge on North Street, Leighwood Drive, North Lane, Firleaze and Brunel Road	Low	Local	Low	295m	Properties and roads on gently rising ground with a mix of upper and lower storey views north and west towards Tickenham Ridge and Nailsea Moor. W Route overhead line on edge of settlement in close proximity and prominent in views above rooftops and at gaps in properties with pylons and conductors visible above. F Route visible slightly further away crossing edge of Nailsea Moor with top of pylons and conductors visible above rooftops with no backgrounding.	During construction: Low adverse In the short-term road users would experience glimpsed and fleeting views of temporary at-height work. Effects on views are low adverse along North Street, Hanham Way, Queen Street and Hannah More Road where the W Route underground connection would be constructed. During operation: Low beneficial W Route and F Route removed from view. 400kV overhead line introduced on new alignment further away to north across Nailsea Moor. The upper sections of 400kV overhead line pylons likely to be visible from the road, above property rooftops with limited backgrounding. The distance of view and filtering effect of intervening structures would result in a low beneficial magnitude of effect. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.64, D1.65, D1.66, D1.67, D1.69 and D1.82	VPD14 and VPD15
D1.R35		Receptor reference number not used											
D1.R36	Cycleway and Road	Netherton Wood Lane between West End and St Mary's Grove, Nailsea	Medium	Local	Medium	475m	Sweeping around an area of higher ground, there are open views to the south and shorter views up to the higher ground to the north. In places the lane is hedged and trees and properties limit the view. The W Route is a prominent feature where the lane passes beneath the conductors between W33 and W32. The upper section of W36 is visible to the north in the distance, backgrounded by woodland.	During construction: Low adverse In the short term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between W35 and the CSEPP would be partly visible in the distance. Works at ground level would be obscured from view due to intervening vegetation and topography. During operation: Negligible The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. Due to distance, the heavier gauge steel used to construct the CSEPP and the platform would not be evident. The Proposed Development would result in a negligible effect in views from this receptor. After 15 years: Negligible Long term views of the retained W Route and CSEPP 15 years after completion would be similar to those anticipated on completion.	Minor adverse	Negligible	Negligible	D1.54, D1.86, D1.87, D1.88 and D1.89	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Businesses within 1km of the Proposed Development in Section D

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Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
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The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.B1	Business	Thatcher's Cider Manufacturers, Station Road, Sandford	Low	Local	Low	325m	Partial and glimpsed north westerly views are possible from the edges of the land holding with the top of an N Route pylon visible above trees.	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to install a temporary overhead line to the immediate south of the N Route and work to install a new 132kV pylon on the N Route and very obliquely to remove a N Route pylon and scaffolding across Nye Road. Temporary at-height working to remove the F Route would also be barely discernible in the distance. Given the filtering by intervening trees and the temporary nature of the work the magnitude of effect would be low adverse. During operation: Low adverse The N Route pylons would be partially visible in oblique views although trees provide filtering and screening in the view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Negligible	Negligible	D1.3	VPD20
D1.B2	Residential Property & Caravan site	South Farm (two storey detached property) & Caravan site, Puxton Lane	Medium	Local	Medium	230m	Southerly views are filtered by mature trees along an adjacent rhyme but there are glimpsed views through trees towards pastoral farmland with the high ground of the Mendip Hills visible beyond. The AT Route is a near element of the view with pylons visible above adjacent mature trees. Easterly views are filtered by evergreen planting within the garden of South Farm although oblique glimpsed views along the AT Route are possible. The pylons of the F Route are visible in the distance across the extent of the view although their prominence is reduced by filtering from high ground at Cleeve Ridge and from some filtering by intervening trees. Westerly views are across pastoral farmland interspersed with trees. There are oblique views along the AT Route extending into the distance.	During construction: Low adverse In the short-term there would be easterly views of temporary at-height working to remove the F Route pylons and near distance activity and work to remove the AT Route adjacent including temporary scaffolding over Puxton Lane. There would also be westerly views of the AT Route removal and more distant views of the construction of the proposed AT Route connection north of Sandford Substation. Views towards construction of Sandford Substation would generally be screened by intervening trees but there may be glimpsed views of temporary at-height working to construct the terminal pylon but this would be a distant element of the view and partially backgrounded by the Mendip Hills. The magnitude of effect would be low adverse due to filtering around the property. During operation: Low beneficial During operation in the short and medium-term, there would be glimpsed easterly views of the new 400kV overhead line, supported by T-pylons, which would be slightly further away than the F Route, supported by lattice pylons, which it replaces but T-pylons would be taller. Tree planting would partially filter views of the new line and it would be partly backgrounded by high ground at Cleeve Ridge. The AT Route would be removed from views west. The proposed AT Route connection, supported by lattice pylons, would be introduced but would be more distant and glimpsed in views. Filtering by intervening trees would reduce the prominence of the new AT Route connection and it would be seen as a smaller and more distant element to the removed AT Route. Southerly views would alter with the removal of direct views of the AT Route conductors and oblique views of pylons from near distance views. There would be glimpsed views of the more distant 400kV overhead line terminal pylon at Sandford Substation although the substation itself would be screened by intervening trees and scrub. Given the close proximity of the removed AT Route the adverse effects of more distant change including the proposed 400kV overhead line to the east, the new AT Route connection to the west and heavily filtered views of the terminal pylon to the south would be offset by the removal of the AT Route and its lattice pylons in the near view. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	N/A	N/A
D1.B3	Business	Salvage and scrap metal yard, Havage Drove, East Rolstone	Low	Local	Low	205m	The business is bordered by metal fencing which limits views to the east. From gaps in the fencing the views are across pastoral farmland interspersed with frequent mature hedgerow trees. There are direct views towards the AT Route on the skyline above trees. Views are possible along the AT Route to its connection with the F Route. The majority of the F Route pylons are screened or barely discernible in the view due to filtering by intervening trees and properties.	During construction: Low adverse For a short duration there would be views of the construction of tempoaray at-height working for the proposed AT connection north from Sandford Substation within the adjacent field and the removal of a section of the AT Route to the F Route, which would also be removed. The access track to construct the proposed development would be to the south of the business and generally screened however working areas, temporary cranes, construction traffic and access roads across fields would be visible in near distance views. During operation: Low adverse On completion the 3 pylons along the AT Route west of the F Route would be removed from the view. However the proposed AT Route connection would be introduced across the extent of the view with relatively little filtering of the new line. This would give rise to adverse effects although the scale of change is partially offset by the removal of the taller AT pylons which are notable in the view. The proposed line would be closer to the business but generally only glismped above boundary fencing. The magnitude of effect would be low adverse. There would also be more distant glimpsed and filtered views of the new 400kV overhead line connection which would be glimpsed above and between intervening trees. As it would be seen beyond the proposed AT Route connection and replaces the slightly F Route pylons, the change would form a small element of the view and from most of the business would be screened by boundary fencing. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.B4		Receptor reference number not used.											

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

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Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.B5	Business	AGM Services property maintenance, Puxton Lane in Puxton	Low	Local	Low	860m	The business has low boundary hedgerows which enable easterly views from ground level across pastoral farmland towards high ground at Cleeve Ridge. The F Route pylons are occasionally visible between intervening trees but form a small and distance element of the view. Views from ground floor windows are more filtered Southerly views are across Puxton Road towards pastoral farmland and Apple Tree Cottage with the AT Route visible on the skyline although partially backgrounded by the Mendip Hills.	During construction: Low adverse In the short-term there would be heavily filtered glimpses of temporary at-height working to construct the new 400kV overhead line to the east and remove the AT Route to the south. There may also be glimpses of temporary at-height working to construct the proposed AT Route connection where it joins the AT Route and for the temporary pylon diversion. However given the degree of filtering by intervening trees the activity would be a very small element of the view and the magnitude of effect would be no greater than low adverse. During operation: Low adverse On completion there would be glimpses of the proposed 400kV overhead line above and between intervening trees in easterly views, however the scale of effect is reduced as this line would replace views of the F Route. Given the distance and degree of filtering by intervening vegetation the magnitude of effect on views would be no greater than low adverse. In southerly views the AT Route would be removed, the northern section of the proposed AT Route connection would be visible but would occupy a smaller proportion of the view. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.18	VPD26
D1.B6	Business	Parsons Scrap and AVD Trade Cars Ltd on the A370 Weston Road including static caravan	Low	Local	Low	10m	View from a static caravan site on south side of Weston road, view with direct rear view over fields towards the Mendip Hills. Direct side view looks directly on to garden hedgerow. Direct front view is towards Weston Road. The existing F Route 132kV overhead line passes almost directly overhead with 1No pylon within very close proximity to the property. Rear view looks directly on to the line. Front view would have a glimpsed view of the line travelling north as seen over the hedgerow but views beyond this are filtered by built form. Pylons to the rear are unfiltered and mostly viewed against the skyline due to close proximity from receptor.	During construction: Low adverse Cranes visible during deconstruction of existing F Route 132kV overhead line and during construction of proposed 400kV line over field boundary vegetation. During operation: Low adverse The existing F Route 132kV overhead line will be removed from views. The proposed 400kV overhead line is introduced slightly further away from the property (approx. 1 field over). Pylons will still be within very close proximity to the receptor and with increased size will be almost just as prominent. Depending on the exact location of the new pylons (allowing for tolerances), they will be slightly more filtered than the existing pylons however they will also be largely viewed crossing the skyline. The change is considered to be moderate adverse due to the increased size and solid nature of the pylons. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.24	N/A
D1.B7	Property/ business	Mendip Poultry Farm on north side of Weston Road, including farmhouse and associated farm buildings	Low	Local	Low	175m	There is an oblique side view looking north and south over the adjacent fields, which is assumed to be limited to the first floor due to vegetation filtering around property boundary. The existing F Route 132kV overhead line pylons are visible from this view when looking towards the south side of Weston Road and in the fields beyond. The lower elevation of the pylons are filtered by the vegetation. Due to the local topography, the pylons are seen crossing the skyline, with no physical backdrop to blend in to.	During construction: Low adverse Cranes and construction activity associated with the removal of the existing F Route as well as the construction of the proposed 400kV overhead line would be visible over field boundary vegetation. Some ground level disturbance associated with construction activity would be visible from the first floor. There would be an increase in vehicular activity and site presence. During operation: Low adverse The existing F Route would be removed from oblique side view. The proposed 400kV overhead line would be introduced along similar alignment, though slightly closer to the receptor. The larger, solid pylons will be visible over the existing filtering and will be seen against the skyline, much as the same as the existing pylons. The pylons will be more prominent within the view, though they will not change the character of the view due to the prominence of the existing pylons. Change is considered to be low adverse due to pylons already in the view. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.25	N/A
D1.B8	Business	Murphys, saddlery and tack shop on the A370 Weston Road	Low	Local	Low	840m	Views are generally foreshortened by farm buildings andintervening vegetation. Views to the north and east across farmland are interspersed with trees towards high ground at Tickenham Ridge; but filtered by intervening vegetation. The F Route is barely visible crossing farmland and is often visible above high ground beyond. Filtered southerly views are across farmland towards the Mendip Hills. The F Route is discernible in oblique views but backgrounding and the angle of view make it a small element of the view.	During construction: Low adverse For a short duration of time there would be glimpses of temporary at-height working to remove the F Route and construct the proposed 400kV overhead line in northerly, easterly and oblique southerly views. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be removed and replaced by a slightly taller proposed 400kV overhead line in northerly easterly and southerly views along a similar alignment to the F Route. The solid construction of the pylon would reduce the degree of backgrounding by high ground and they would be more noticeable than the F Route. However given the distance and the generally oblique nature of the view, the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.26	N/A
D1.B9	Business	Stowell Concrete Limited, Arnolds Way, Yatton (2 storey)	Low	Local	Low	470m	Industrial warehouse and offices on edge of Yatton. Service Yard and offices have views south and southwest towards the Mendip Hills and mature field trees on adjacent fields. Views more distant and expansive from upper storey of offices. 132KV OHL visible above field trees to west and south west with filtering from trees in places and partially obscured. more open and expansive views south from offices across service yard and fields towards Wemberham Lane and 132KV OHL beyond.	During construction: Low adverse Short term distant views of temporary cranes for at-height working to remove the F Route and construct the proposed 400kV overhead line. Some construction traffic may be visible above trees but largely screened. The magnitude of effect would be low adverse. During operation: Low adverse The W Route pylon and conductors would be removed from views and replaced with a new 400kV line on a similar but slightly further away alignment. From exterior areas the T Pylons would be more visible above intervening trees with greater extent of OHL visible due to increased height. The line would also more visible to the south due to open views however industrial nature of the site and machinery reducesthe magnitude of effect which would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.29	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Businesses within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.B10	Business	Smart Architectural Aluminium Factory and Office, Arnolds Way, Yatton (2 storey)	Low	Local	Low	360m	No views towards 132KV OHL from office as windows face towards Arnolds Way. View along Arnolds Way and towards mature field trees with 132KV OHL visible beyond and filtered or screened in places. Mainly conductors and top 50-25% of pylons visible.	During construction: Low adverse Short term distant views of temporary cranes for at-height working to remove the F Route and construct the proposed 400kV overhead line. Some construction traffic may be visible above trees but largely screened. The magnitude of effect would be low adverse. During operation: Low adverse The W Route pylon and conductors would be removed from views and replaced with a new 400kV line on a similar but slightly further away alignment. From the loading bay and car park area only the T Pylons would be more visible above intervening trees with greater extent of OHL visible due to increased height. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.30	N/A
D1.B11	Industry	Smiths Forge Industrial Estate, North End Road in North End	Low	Local	Low	290m	Views are enclosed by estate buildings and landform surrounding the estate located on lower ground to North End Road. Views towards the north east available from the Industrial estate access road only.	During construction: Negligible Short term distant views of temporary cranes for at-height working to remove the F Route and construct the proposed 400kV overhead line. The magnitude of effect would be negligible. During operation: Negligible The F Route removed from view and replaced by the 400kV T pylons and line on the same alignment. The magnitude of effect would be negligible due to the extremely limited views from this receptor. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.38	VPD8
D1.B12	Business	Clevedon Salerooms and Car Park (Art auctioneiers and valuers), Kenn Road in Kenn	Low	Local	Low	65m	Direct views from building and car park south and east across grassland to mature trees along boundary. F Route in close proximity and oversailing the road. F Route visible beyond trees and well filtered with pylon in direct views south beyond trees.	During construction: Low adverse For a short duration of time there would be views of at-height working to remove the F Route and construct the proposed 400kV overhead line in southerly views. At height works and scaffolding over the road would be partially visible but intervening hedgerows and trees would partially screen these activities. The magnitude of effect would be low adverse. During operation: Low adverse The F Route is removed from view and replaced with the 400kV overhead line. The T Pylons and lines would be more visible above trees and slightly more prominent due to the increased height. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.39	N/A
D1.B13	Business	Warehousing and light industrial buildings, including Titan Ladders on Kennmoor Road	Low	Local	Low	475m	Views from within the site are heavily screened by boundary vegetation. From the entrance road there are views to the north west over hedges available with the F Route visible above trees in middle distance.	During construction: Low adverse For a short duration of time there would be views of at-height working to remove the F Route and construct the proposed 400kV overhead line in north westerly views from the site entrance. The magnitude of effect would be low adverse. During operation: Low adverse The F Route is removed from view and replaced with the 400kV overhead line. The T Pylons and lines would be more visible above trees and slightly more prominent due to the increased height. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.46	N/A
D1.B14	Business	Triangle Electronic Controls Ltd, The Long House, Manor Farm, Kennmoor Road	Low	Local	Low	95m	Southerly views from outside the building are of the F Route crossing Kenmoor Road in the near view, nearby garden trees provide some filtering of the view. A F Route pylon is visible in the direct view but filtered by field trees. Anticipate there are easterly views from the side of the property across Kenn Moor and along the F Route with pylons visible above trees. The F Route is in close proximity to the property. Views from the rear of the property are more extensive along the F Route to south west and east.	During construction: Low adverse In the short-term there would be partial near distance southerly and easterly views of construction activity including temporary cranes to remove the F Route and construct the proposed 400kV overhead line from parking areas. Scaffolding across Kenmoor Road would also be visible. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be replaced by the proposed 400kV overhead line in near distance southerly and easterly views. The proposed 400kV overhead line is on a similar alignment to the F Route but being slightly taller would be more noticeable above intervening trees and hedgerows across the extent of the view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.44	VPD9
D1.B15	Business	The Long House Manor Farm Caravan Storage, Kennmoor Road	Low	Local	Low	90m	Southerly views from outside areas are of the F Route crossing Kenmoor Road in the near view, nearby garden trees and buildings provide some screening of the view. A F Route pylon is visible in the direct view but filtered by field trees. Anticipate there are easterly views from the site across Kenn Moor and along the F Route with pylons visible above trees. The F Route is in close proximity to the property.	During construction: Low adverse In the short-term there would be partial near distance southerly and easterly views of construction activity including temporary cranes to remove the F Route and construct the proposed 400kV overhead line from parking areas. Scaffolding across Kenmoor Road would also be visible. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be replaced by the proposed 400kV overhead line in near distance southerly and easterly views. The proposed 400kV overhead line is on a similar alignment to the F Route but being slightly taller would be more noticeable above intervening trees and hedgerows across the extent of the view. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.44	VPD9

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Businesses within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.B16	Business	Building contractor's plant and delivery yard (Bam), Nailsea Wall	Low	Local	Low	410m	There are filtered views to the south over the River Kenn and across Kenn Moor fields to field trees in middle distance with the F Route visible above field trees in distance. Views to the east and north east are more restricted due to the angle of view and intervening vegetation.	During construction: Low adverse In the short-term there would be views to the south of temporary at-height working to remove the F Route and construct the proposed 400kV overhead line in the middle distance across the view. Glimpses of construction traffic using the haul road may be possible between intervening trees. The magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F Route would be replaced by the taller 400kV overhead line in middle distance views. The solid column of the T pylon and its slightly taller height would make it more noticeable in views than the F Route. The magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.50 and D1.51	N/A
D1.B17	Business	West End Trading Estate, Blackfriars Road, Nailsea	Low	Local	Low	515m	Views from units within the trading estate are genearily enclosed due to buildings and structrues with more open views from front carparks and entrance areas. Open views are only available to the west towards the sports pitches on the western edge of Nailsea and towards Clevedon in the far distance. The F Route and W Route are partially visible in the distance. Street trees in verges filter some views.	During construction: Low adverse In the short term underground cable work would be visible at close range and would comprise the temporary dismantling of boundary structures and vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. At-height works associated with the removal of the W Route would be visible. Works at ground level would be partly obscured from view due to intervening vegetation. Distant and partial views of at-height works in relation to the removal of the F Route and construction of the 400kV line would be possible in westerly views. During operation: Negligible The W Route would be removed from oblique westerly views from the businesses near Engine Lane. The Proposed Development would result in a negligible magnitude of effect in views from this receptor. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Negligible	Negligible	D1.58, D1.65 and D1.82	N/A
D1.B18	Business	Glenbrook Nursery (Plant nursery), Tickenham Garage, Church Lane, Stone-edge Batch	Low	Local	Low	40m	Boundary vegetation and structues limit views to some extent. There are filtered views to the east and south east across fields and hedgerows. Two pylons and conductors on the F and W Routes are visible in the direct view. 2 pylons on higher ground are visible in north easterly views.	During construction: Low adverse In the short-term there would be open near distance views of the construction of the proposed 400kV overhead line and removal of the F and W Routes. This would include direct views of construction machinery for removal of pylons, construction of pylon bases, haul roads, scaffolding and temporary cranes. In addition in oblique north easterly views temporary at-height working to remove the F and W Routes and construct the proposed 400kV overhead line would be visible. Northerly views of the underground cables route including work around the HDD under Clevedon Road would generally be obscured or heavily filtered by intervening trees. Given the open nature of views and proximity of the works but the short duration of time, the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the F and W Routes would be removed from south easterly and oblique north easterly views but replaced by the proposed 400kV overhead line on a similar but slightly closer alignment. There would be a direct easterly views of a single T pylon replacing views of two steel lattice pylons. There would also be fewer pylons in north easterly views. Although there would be fewer pylons in the view they would be taller and of solid construction making them more noticeable, therefore the magnitude of effect would be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.71	VPD17
D1.B19	Business	Rabbit Hutch Centre, Clevedon Metal Products (Forgesmith), Clevedon Road/Church Lane, Stone-edge Batch	Low	Local	Low	170m	Filtered and partial views towards W Route and F Route to the east, vegetation intercepting views. Some pylons are backgrounded by woodedland on Tickenham Ridge whilst to the south east pylons are viewed against the sky.	During construction: Low adverse In the short term at-height works associated with the construction of the 400kV line and the removal of the W Route would be partly visible. Works at ground level would be obscured from view due to intervening vegetation. Underground cable work would be partly visible to the north and north east and would comprise the removal of existing vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. During operation: Low adverse Initially the reinstated and reseeded underground cable swathe would be visible, along with replanted hedgerow field boundaries. In the short and medium-term the middle distance views of the F and W Routes would be removed but replaced by the proposed 400kV overhead line slightly nearer. As it is also slightly taller the line would be more visible over existing trees and hedgerows. The magnitude of effect would be minor adverse. After 15 years: Low adverse Long term views of the underground cable swathe 15 years after completion would render the swaythe indistinguishable as grass and hedgerows would have established and matured.	Minor adverse	Minor adverse	Minor adverse	E1.4	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Businesses within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.B20	Business	View from Roundtrees at Tickenham Garden Centre, Clevedon Road/Church Lane, Stone-edge Batch	Low	Local	Low	220m	Glimpsed oblique view from car park and rear windows of Clevedon metal products an direct view from Luggards Cross Farm looking east, towards Stone Edge Batch with existing 132kV lines within mid range view	During construction: Low adverse In the short term at-height works associated with the construction of the 400kV line and the removal of the W Route would be partly visible. Works at ground level would be obscured from view due to intervening vegetation. Underground cable work would be partly visible to the north and north east and would comprise the removal of existing vegetation within the working area, topsoil stripping and creation of soil heaps, creation of cable trenches, and temporary haul road with post and wire fencing protecting both sides of the working area. During operation: Low adverse Initially the reinstated and reseeded underground cable swathe would be visible, along with replanted hedgerow field boundaries. In the short and medium-term the middle distance views of the F and W Routes would be removed but replaced by the proposed 400kV overhead line slightly nearer. As it is also slightly taller the line would be more visible over existing trees and hedgerows. The magnitude of effect would be minor adverse. After 15 years: Low adverse Long term views of the underground cable swathe 15 years after completion would render the swaythe indistinguishable as grass and hedgerows would have established and matured.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.B21	Business and Property	Tickenham Court, Washing Pound Lane	Low	Local	Low	305m	View from single upper storey gable and window of office towards Stone-edge-Batch and Nailsea with F Route and W Route visible across moor.	During construction: Low adverse For a short duration of time views from the office would be near distance views of construction operations including cable trenching, haul roads and construction traffic to the east. Temporary at-height working for the proposed 400kV overhead line would be partially visible and beyond this at-height working to remove the F and W Routes in oblique views. The magnitude of effect would be low adverse due. During operation: Low adverse In the short and medium-term the F and W Routes would be removed from oblique views but replaced by the proposed 400kV overhead line closer in the view. As it is a taller structure it would be more noticeable above intervening trees across Nailsea Moor and the extent of the view. There would be a direct view of one angle T Pylon. The underground cables route would quickly re-establish to be barely distinguishable to the east. The magnitude of effect would be low adverse. After 15 years: Low adverse Long term views of the underground cable swathe 15 years after completion would render the swaythe indistinguishable as grass and hedgerows would have established and matured.	Minor adverse	Minor adverse	Minor adverse	D1.72 and D1.73	VPD16 and VPD23
D1.B22	Business	The IDL Group, Church Barn (single storey), Church Lane, Tickenham	Low	Local	Low	300m	Views largely obscured from bungalow by wall to boundary with some views over wall in places. Views across Nailsea Moor to Nailsea. F Route and W Route visible above trees and hills in background. Views filtered in places by trees to roadside and ditches.	During construction: Low adverse For a short duration of time views from the receptor would be oblique, middle distance views of construction operations including cable trenching, haul roads and construction traffic to the east. Temporary at-height working for the proposed 400kV overhead line would be partially visible and beyond this at-height working to remove the F and W Routes in oblique views. The magnitude of effect would be low adverse due. During operation: Low adverse In the short and medium-term the F and W Routes would be removed from oblique views but replaced by the proposed 400kV overhead line closer in the view. As it is a taller structure it would be more noticeable above intervening trees across Nailsea Moor and the extent of the view. There would be a direct view of one T Pylon. The underground cables route would quickly re-establish to be barely distinguishable to the east. The magnitude of effect would be low adverse. After 15 years: Low adverse Long term views of the underground cable swathe 15 years after completion would render the swaythe indistinguishable as grass and hedgerows would have established and matured.	Minor adverse	Minor adverse	Minor adverse	D1.72 and D1.73	VPD16 and VPD23

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Miscellaneous receptors within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.M1	Public House	Railway Inn, Station Road, Sandford	Medium	Local	Medium	425m	Northerly views from this public house are restricted by farm buildings to the immediate north. The N Route is occasionally glimpsed on the skyline above these buildings.	During construction: Negligible In the short-term there would be occasional glimpses of at-height working to construct the new pylon N15R on the N Route and to remove a short stretch of the N Route west of this. This activity would be generally be screened by farm buildings. The activity would be barely perceptible. During operation: Negligible In the short and medium-term the new pylon N15R would be glimpsed on the N Route above intervening trees and other pylons west of this removed. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.M2	Public House	The Bridge Pub and restaurant on North End Road	Medium	Local	Medium	390m	The Bridge Pub is two storey property facing North End Road with open views over the road, roadside hedgerow and flat farmland. There is also a beer garden at the front of the PH adjacent North End Road. Existing F Route pylons are largely visible above intervening trees and hedgerow.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route, visible above trees and hedgerows across the extent of the view and beyond North End Road. Occasional glimpses of construction traffic may be possible between intervening trees. The magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route would be replaced by the proposed 400kV overhead line in the middle distance along a similar alignment. A pylon would appear in slightly more direct views than the existing pylons. The solid column of the T-pylon would make it slightly more noticeable and reduce the degree of backgrounding by Tickenham Ridge. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering and backgrounding which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.38	VPD8
D1.M3	Recreation	Acorn Carp Fishery, Lampley Road	Medium	Local	Medium	100m	Fisheries generally have filtered views east, northeast and southeast across fields and towards the F Route which is visible above field trees and hedges and backgrounded at base by trees beyond. The M5 motorway is adjacent to the west but largely obscured by landform. A new smaller lake to the east has open views east, northeast and southeast across fields. Views are partially obscured by trees and vegetation along Cranmoor Lane drain in middle distance. View northeast is more open across Lampley Road towards the suspension pylon and angle pylon of the F Route north of Lampley Road.	During construction: Low adverse In the short-term there would be views of temporary at-height working to construct the proposed 400kV overhead line and remove the F Route in north easterly, southern easterly and easterly views. Views would include temporary scaffolding over Lampley Road, bell mouths, access tracks, a conductor pulling site, construction machinery, the haul road and construction traffic using it visible in places between intervening trees. In addition temporary scaffolding across Lampley Road would also be visible. Given the proximity of the work and the temporary short-duration the magnitude of effect would be low adverse. During operation: Moderate adverse In the short and medium-term the F Route would be replaced by the proposed 400kV overhead line which would be slightly closer to the fisheries. This overhead line would be slightly taller and therefore more visible above the intervening trees. In north easterly views the series of angle pylons would be visible as the route turns ninety degrees to cross Kenn Moor. Receptors would experience a partial alteration to the existing view with a moderate proportion of the view affected. There would be some filtering which would minimise the scale of change from the present situation and the magnitude of effect would be moderate adverse. After 15 years: Moderate adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Moderate adverse	Moderate adverse	D1.36	VPD18
D1.M4	Public recreation and leisure facility	The Sheep Shed Café and fisheries on Back Lane	Medium	Local	Medium	770m	No views due to built form, farm buildings and boundary trees.	During construction: No change No change is expected due to heavy filtering and screening and no view of the F Route. During operation: No change No change is expected due to heavy filtering and screening and no view of the F Route. After 15 years: No change In the long-term views of the Proposed Development would be the same as on completion.	No change	No change	No change	N/A	N/A
D1.M5	Leisure facility	Woodspring Wings Model Aeroplane Club, Claverham Drove	Medium	Local	Medium	710m	Filtered views north across field towards Tickenham Ridge filtered by mature trees to boundary along road and access track. F Route visible to the northwest and northeast beyond trees to site boundary. W Route visible to east in distance.	During construction: Negligible In the short term, at-height works associated with the construction of the 400kV line and the removal of the F Route will be evident in the distance where vegetation to the site boundary allows. Ground level works will be obscured from view due to intervening vegetation. During operation: Negligible Where existing vegetation to site boundary allows, the proposed 400kV will be more visible due to their height and they will be seen protruding above Tickenham Ridge. This together with the distance of view will result in a negligible magnitude of effect in the view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Miscellaneous receptors within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.M6	Village Hall	Kenn Village Hall, Kenn Street, Kenn	Medium	Local	Medium	985m	Rear views across fields south and south east, with intervening hedges and field trees in places but generally open. In distance mature trees along Meadmoor Rhyne in views with F Route visible above trees and backgrounded by Cleeve Hill. Properties on north side of road generally have no views.	During construction: Low adverse In the short term distant views of at height works relating to the dismantling of the F Route and the construction of the proposed 400kV line will be possible in direct and oblique views to the south. These are partial views and this together with the viewing distance will result in a low adverse magnitude of effect. During operation: Low adverse The F Route is removed from view and replaced with 400kV overhead line on same alignment with greater extent of overhead line visible above trees and rising above Cleeve Hill due to increased size and monopole structure of the T Pylon. The magnitude of effect will be low adverse. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.42	N/A
D1.M7	Public House	The Blue Flame Inn	Medium	Local	Medium	760m	Rear views north east towards Nailsea across farmland and across Nursebatch Farm and properties in West End on West End Lane. Views include W Route across view on rising ground with Nailsea and Tickenham Ridge beyond. Trees and built form obscure and filter views in places. Oblique views from some properties down to Nailsea Moor and F Route just visible above trees across moor at Nailsea.	During construction: Low adverse Works associated with the construction of the terminal pylon and removal of part of the W Route would be only just visible in the distance. Works at ground level would be completely obscured from view due to intervening vegetation and topography. During operation: Low adverse The W Route is largely removed from views and undergrounded with the upper sections of the terminal pylon just about visible in some views. F Route removed from oblique views and proposed 400kV introduced but further away to north across moor. The proposed 400kV just visible at top of Tickenham Ridge. After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	N/A	N/A
D1.M8	School	Kingshill Church of England Primary School, Ravenswood School	Medium	Local	Medium	360m	Most views towards the W Route and F Route screened due to mature trees and hedgerows to western and northern boundaries of school.	During construction: Negligible Construction of proposed 400kV overhead and removal of W Route and F Route not in views. During operation: Negligible The proposed 400kV overhead line would not be in view. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.69	VPD15
D1.M9	Fire station & Ambulance station	Nailsea Fire Station & Ambulance Station	Low	Local	Low	485m	Hedgerow and hedgerow trees adjacent Pound Lane which filter views to the north and north west. Oblique filtered views of the W and F Routes to the north west partially backgrounded against the woods and development on the lower slopes of Tickenham Ridge.	During construction: Negligible In the short term, ground level and at-height works associated with the removal of the W and F Routes and with the construction of the 400kV line will be possible by oblique views in the middle distance. During operation: Negligible W and F Routes removed from view. 400kV introduced slightly further away on a similar alignment. Existing roadside trees provide some filtering. Some oblique views towards proposed 400kV overhead line but remain backgrounded by Tickenham Ridge. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.69	VPD15
D1.M10	Changing facilities for playing fields	2467 Nailson Squadron	Low	Local	Low	880m	Distant and partial views of W and F Routes glimpsed between and beyond trees, hedgrows and intervening structures	During construction: Negligible At height works in relation to the removal and construction of pylons will be glimpsed in the distance. During operation: Negligible W Route and F Route removed form the view and replaced with the proposed 400kV overhead line at a broadly similar distance. T pylon pylons will be larger than those they replace but at this distance and with the filtering effect of intervening vegetation adjacent structures the magnitude of effect will be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A
D1.M11	Fishing pond	Nailsea Fishing Ponds	Medium	Local	Medium	555m	Oblique and direct view from bridge crossing looking west towards Tickenham Church over road properties in immediate foreground. W Route and F Route visible between gaps between houses. Where visible, views of W Route and F Route are filtered.	During construction: Low adverse At height works relating to the dismantling of the W and F Routes and construction of the proposed 400kV partly visible, filtering provided by intervening hedgerows and trees. During operation: Low beneficial In the short and medium-term the F Route and W Route would be removed and replaced by the slightly taller proposed 400kV overhead line but although taller only one line in view and given the distance, filtering by trees would help to reduce visibility of the new overhead line. The removal of the F Route and W Route would offset adverse effects of the proposed 400kV overhead line. The magnitude of effect would be low beneficial. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.75 and D1.76	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Miscellaneous receptors within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.M12	Visitor Attraction	Puxton Park Visitor Attraction, Cowslip Lane off the A370 in Hewish	High	Local	Medium	555m	There main focus of the view for visitors to this facility is on the activities within Puxton Park. Between buildings there are glimpsed easterly views across Puxton Park towards properties at Puxton Court Farm and pastoral farmland beyond. Occasional glimpses of single pylons along the F Route are visible intermittently along the PRoW. However the main focus of the view is across Puxton Park for much of the Route. Southerly views are towards the tree lined tracks to the immediate south with the AT Route visible above particularly where it is to the immediate south of Puxton Park.	During construction: Negligible In the short-term receptors using the facility would experience glimpsed heavily filtered views of temporary at-height working to construct the proposed AT Route connection where it joins the AT Route. In easterly views there would be heavily filtered glimpses of temporary at-height working to construct the new 400kV overhead line, however this would form a barely perceptible change in the view due to the level of filtering by intervening trees. During operation: Negligible In the short and medium-term receptors would experience glimpsed views of the new connection with the AT Route although this would form a small element of an oblique view. The remainder of the AT Route west of pylon AT 25R closest to the facility would remain the same as existing. In easterly views there would be occasional and intermittent glimpses of the tops of the proposed 400kV overhead line although given the degree of filtering only one or two pylons would ever be visible. This change would be barely perceptible given the distance of the proposed overhead line from the facility. Overall given the oblique nature of the change in the view for the proposed AT Route connection and filtering of views of the new 400kV overhead line the magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	D1.19	N/A
D1.M13	Allotments	Allotments on Engine Lane in Nailsea	Medium	Local	Medium	460m	Views are heavily filtered and screened by boundary trees and vegetation. Receptors have heavily filtered views southwest towards Engine Lane with the W Route barely perceptible through trees.	During construction: Negligible In the short-term, heavily filtered glimpsed views of at-height works associated with the W Route removal would be available in the middle distance but would be barely perceptible. Works at ground level and the 132kV underground cables route works would be obscured from views due to intervening trees and vegetation. In the short-term receptor views would have a very low alteration to the existing view and a very small proportion of the view would be affected resulting in a negligible magnitude of effect on views. During operation: Negligible In the short and medium-term the W Route would be removed from glimpsed views but this would be barely perceptible. The 132kV underground cables swathe would not be visible due to tree and hedgerow screening. This would form a very low alteration to the existing view in the short and medium-term with a very small proportion of the view affected. The scale of change from the existing view would be barely perceptible. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Churches within 1km of the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D1.C1	Church/ Cemetery	Puxton Church, Puxton Road	High	Local	Medium	855m	The church is fairly enclosed with vegetation and trees with some open views across pastoral farmland to the south and south east. The background to the view is formed by high ground of the Mendip Hills. The AT Route is notable crossing farmland south of Puxton Moor Farm.	During construction: Low adverse direct southerly views towards the removal of the AT Route pylons and conductors. This would include temporary at-height working to remove the pylons. Ground level working would be screened by intervening trees and properties. There would be glimpsed distant easterly views of temporary at-height working to construct the new 400kV overhead line but this would form a small element of an oblique view. Given the distance and foreground interest and filtering by intervening trees the magnitude of effect would be low adverse. During operation: Low beneficial Southerly views would alter with the removal of 3 nr pylons on the AT Route across the extent of the view. There would be oblique views towards the new AT Route connection. This line would be on smaller pylons, would be more distant and occupy a smaller proportion of the view than the AT Route. The scale of effect is reduced as these pylons would be filtered by intervening trees and backgrounded by the Mendip Hills. Easterly views would alter to include heavily filtered glimpsed views of the top of the new 400kV overhead line which would be slightly taller than the F Route which would be removed. The magnitude of effect would be low beneficial for this receptor as a taller and closer AT Route would be removed from the extent of the view, the proposed AT Route connection would occupy a smaller extent of the view and have a higher degree of filtering by intervening trees. After 15 years: Low beneficial In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D1.34	N/A
D1.C2	Church/ Cemetery	St John The Evangelist, Kenn	High	Local	Medium	995m	Views to the south across fields, with intervening hedges and field trees in places but generally open. In distance mature trees along Meadmoor Rhyne background views with F Route visible above trees and backgrounded by Cleeve Hill.	During construction: In the short term distant views of at height works relating to the dismantling of the F Route and the construction of the 400kV line will be possible in direct and oblique views to the south. These are partial views and this together with the viewing distance will result in a low adverse magnitude of effect. During operation: The F Route is removed from view and replaced with 400kV overhead line on same alignment with greater extent of overhead line visible above trees and rising above Cleeve Hill due to increased size and monopole structure of the T Pylon. The magnitude of effect will be low adverse. After 15 years: In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D1.42	VPD27
D1.C3	Church/ Cemetery	Tickenham Church, Church Lane, Tickenham and car park viewing point	High	Local	Medium	290m	Open views across moor to Nailsea and north east to Stone-edge Batch. F and W Routes visible across Nailsea Moor and West End for extensive part of the view and largely visible above trees. Mature trees to Parish Brook obscure bottom of pylons near Nailsea. pylons visible above hills in distance, views east and north east to Stone edge Batch include full extent of pylons and 2 pylons on hill at Stone-edge Batch visible and prominent but largely backgrounded by ridge. Nailsea church spire feature of view.	During construction: Moderate adverse In the short-term views from the church, church grounds and car park would comprise near distance views of construction operations for 132kV underground cables works and HDD works under Parish Brook, Land Yeo and Church Lane with underground cables installation, haul road, bell mouths off the road into the working area, cable trenches and construction machinery visible. There would be views of the construction of the proposed 400kV overhead line across Nailsea Moor including scaffolding across the road Causeway, at-height working to construct the pylons, ground level working around pylon bases and construction machinery using the haul roads. This would be possible across Nailsea Moor to the south and southwest and to the east towards Stone-edge Batch. Temporary at-height working to remove the F and W Routes would also be visible above intervening trees across Nailsea Moor and at Stone-edge Batch. The construction compound near Nailsea would be visible in filtered views beyond trees along Parish Brook. Construction operations would be seen in close proximity with a large proportion of the view affected for the short-term and the magnitude of effect would be moderate adverse During operation: Moderate adverse On completion and in the short-term, the reinstated and reseeded 132kV underground cable swathe would be perceptible along with replanted hedgerow protected with stock-proof fencing. Grassland across the cable swathe would have established within 1 to 3 years and replacement hedgerow would be established (and stock-proof fencing will no longer be visible) within 3 to 5 years following planting works. The most notable change would be the introduction of the proposed 400kV overhead line across Nailsea Moor extending to the southwest and to the northeast to Stone-edge Batch and onto Tickenham Ridge. The proposed 400kV overhead line would be closer in the view than the F and W Routes which would be removed and would be to the north of Parish Brook and mature trees along the brook with open views along the line. There would be a partial alteration to the existing view and a moderate proportion of the view would be affected. There would be some backgrounding which would minimise the scale of change from the present situation. The magnitude of effect would be moderate adverse. After 15 years: Moderate adverse Long-term views of the proposed 400kV overhead line and the 132kV underground cables swathe 15 years after completion would be similar to those anticipated on completion, and following the establishment of grassland and hedgerow planting in the short and medium-term.	Moderate adverse	Moderate adverse	Moderate adverse	D1.72 and D1.73	VPD16 and VPD23

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Committed Development within 1km of the LoD for the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
33	Business	Thatchers Cider Co Ltd Myrtle Farm Station Road Sandford Winscombe BS25 5RA Erection of a new packaging facility (Jubilee building).	Low	Local	Low	330m	Partial and glimpsed north westerly views are possible from the edges of the land holding with the top of an N Route pylon visible above trees. 	During construction: Low adverse In the short-term there would be glimpsed views of temporary at-height working to install a temporary overhead line to the immediate south of the N Route and work to install a new pylon on the N Route and very obliquely to remove an N Route pylon and scaffolding across Nye Road. Temporary at-height working to remove the F Route would also be barely discernible in the distance. Given the filtering by intervening trees and the temporary nature of the work the magnitude of effect would be low adverse. During operation: Low adverse In the short and medium-term the N Route pylons would be partially visible in oblique views although trees provide filtering and screening in the view. The magnitude of effect would be negligible. After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.	Minor adverse	Negligible	Negligible	D1.3	VPD20

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km from the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
High	National or Regional	High
High	Local	Medium
Medium	National or Regional	Medium
Medium	Local	Low
Low	National or Regional	Low
Low	Local	Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D2.1	Residential Properties	View from Littlefields Rise in Banwell, representative of views from properties and roads	High and Medium	Local	Medium	1205m	View looking northeast and down towards fields in the Banwell area. AT Route visible in distant views with lower elevation of pylons filtered by vegetation. Pylons rise above background of Tickenham Ridge and Cleave Hill/Cadbury Hill. Lower storey views further down the hill would be obscured by garden vegetation and buildings although higher up the road, first storey views may be able to see more of the line. F Route visible in glimpsed views at the bottom of the road.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and AT Route connection would be barely perceptible in the distance above trees, vegetation and buildings. This would include the use of cranes for a limited period of time. Works in relation to the construction of Sandford Substation and the laying of underground cables would be hidden from view by intervening vegetation and structures. During operation: Low adverse The F Route removed from oblique views and replaced with distant views of the new AT Route connection and the terminal pylon of the proposed 400kV overhead line. Due to distance any changes are barely perceptible in the oblique views. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Negligible	Minor adverse	Minor adverse	D2.1	N/A
D2.2	Residential Properties, PRow and roads	View from southern end of Riverside near Banwell, representative of properties, footpaths and roads in the area	High and Medium	Local	Medium	1025m	View looking north east across playing fields towards Sandford Hill. Filtered views of the upper sections of F Route pylons are just visible in places above foreground hedgerows and trees.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route would be partially visible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. Works in relation to the construction of the Sandford Substation would be glimpsed but underground cable laying would be hidden from view by intervening vegetation. During operation: Low beneficial The F Route is removed from the view. The Substation and reinstated cable swathe would not be visible due to intervening vegetation. After 15 years: Low beneficial Long term views are anticipated to be the same as on completion.	Minor adverse	Minor beneficial	Minor beneficial	D2.2	N/A
D2.3	Visitor attraction	View from Court Farm Country Park visitor attraction	Medium	Local	Medium	2175m	View east from the car park towards Sandford Gap in the distance. Foreground and mid views are filtered by mature trees and hedgerows and some built form. The F Route is not visible from the car park but there is an assumed view from the property.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route would be partially visible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. At-height works in relation to the construction of the Sandford Substation would be glimpsed but underground cable laying would be hidden from view by intervening vegetation. During operation: Negligible The F Route is removed from the view and replaced with the proposed 400kV overhead line, just visible in the distance on a very similar alignment and backgrounded by hills. It is assumed that the AT Route connection would be partially visible in the distance heavily filtered by intervening vegetation. The Sandford Substation and reinstated cable swathe would not be visible. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.3	N/A
D2.4	Residential properties and roads	View from Riverside representative of properties and roads in the area	Medium	Local	Medium	1300m	View east looking across fields towards Banwell Hill and Sandford Hill with the upper section of the F Route and the N Route just visible above trees and backgrounded by hills including Cleeve Ridge.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route, construction of the Sandford Substation, 400kV terminal pylon and AT connection would be barely perceptible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. Ground level works in relation to the laying of underground cables would be hidden from view by intervening vegetation and structures. During operation: Low adverse The F Route is removed from view. Sandford Substation may be glimpsed between and beyond intervening trees and vegetation. The proposed 400kV overhead line and terminal pylon will be partially visible in the distance, backgrounded by hills. The AT connection will be barely perceptible in oblique views to the north east. The wood pole N Route connection and the reinstated cable swathe will be screened from view. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.4a and D2.4b	N/A
D2.5	Residential Properties and roads	View from Silvermoor Lane representative of properties and roads on Woolvers Hill	Medium	Local	Medium	2385m	Long and distant views to the east and southeast from elevated ground, looking towards the Mendip Hills. The F Route is visible in the distance, although it is almost entirely backgrounded by hills reducing its visual prominence. The lower elevations of pylons are screened from view by mature woodland vegetation.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route, construction of the Sandford Substation, 400kV terminal pylon and AT connection would be barely perceptible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. Ground level works in relation to the laying of underground cables would be hidden from view by intervening vegetation and structures. During operation: Low adverse The F Route is removed from view. Sandford Substation may be glimpsed between and beyond intervening trees and vegetation. The proposed 400kV overhead line and terminal pylon will be partially visible in the distance, backgrounded by hills. The AT connection will be barely perceptible in oblique views to the north east. The wood pole N Route connection and the reinstated cable swathe will be screened from view. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.5a and D2.5b	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km from the Proposed Development in Section D

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Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D2.6	Residential Properties, PRoW and roads	View from Puxton Road south of East Rolstone, representative of properties, footpaths and roads in the area	High and Medium	Local	Medium	1020m	View to the south east, looking southeast across fields and managed hedgerows with the F Route almost entirely screened by hedgerows and hedgerow trees. Distant hills in the background.	During construction: Low adverse In the short-term, temporary at-height works associated with the construction of the AT Connection would be partially visible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. Ground level works would be hidden from view by intervening vegetation and structures. During operation: Low adverse The AT Connection would be apparent crossing the view in the distance. Upper sections of pylons and conductors would be perceptible, seen beyond intervening vegetation and lines of trees. The proposed 400kV overhead line would be barely perceptible in the far distance, backgrounded by hills and infrequently visible against the sky. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.6	N/A
D2.7	Residential Properties, PRoW and roads	View from public footpath off Balls Barn Lane representative of views from footpaths, properties and roads in the area	High and Medium	Local	Medium	350m	View to the east looking along the AT Route across orchards and fields with lines of trees and hedgerows screening long distance views and filtering views of the existing pylons. Conductors are visible oversailing the area.	During construction: Negligible In the short-term, temporary at-height works associated with the construction of the AT Connection would be partially visible in the distance glimpsed through trees and vegetation. This would include the use of cranes for a limited period of time. Ground level works would be hidden from view by intervening vegetation and structures. During operation: Negligible The foreground AT Route pylons and conductors would remain in the view unchanged. The re-aligned pylons and lines would be barely perceptible in the distance and the proposed 400kV overhead line would be screened from view by intervening trees and hedgerows. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.7	N/A
D2.8	Residential Properties, PRoW and roads	View from public footpath in Hewish between the A370 Weston Road and Willow Farm representative of public footpaths, properties and roads in the area	High and Medium	Local	Medium	490m	View to the southeast across open fields with hedgerows and trees along boundaries. The F Route is screened in places by vegetation and in places backgrounded by the distant hills. The AT Route is not in the view.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be barely perceptible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. Works in relation to the AT Connection would not appear in the view. During operation: Low adverse The F Route removed from the view and replaced with distant views of the proposed 400kV overhead line and T Pylons. These will generally be backgrounded by hills but in places the upper sections of the pylons will be viewed against the sky. Distance and intervening vegetation will significantly reduce the magnitude of effect. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.8	N/A
D2.9	Residential properties, roads and businesses	View from The Grange and adjacent properties in West Hewish, representative of properties, businesses and roads in the area	Medium and Low	Local	Medium	1105m	Slightly elevated view from the railway overbridge looking northeast. The F Route is not visible due to fore- and middle ground buildings and trees screening the infrastructure from view. Distant hills in the background.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be barely perceptible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Negligible There may be glimpse and partial views of the proposed 400kV overhead line in the distance but the overall change is considered to be negligible. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.9	N/A
D2.10	Residential properties, PRoW, National cycle route and roads	View from Dunedin Way in St Georges on the eastern settlement edge of Weston-Super-Mare, representative of footpaths, National Cycle Route 33, properties and roads on the settlement edge	High and Medium	Local	Medium	1460m	Wide views to the east across fields with boundary hedgerows and some trees and distant hills forming the backdrop. The F Route is not visible due to tree and vegetation screening.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be barely perceptible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Negligible There would be glimpse and partial views of the proposed 400kV overhead line in the distance but the overall change is considered to be negligible. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.10	N/A
D2.11	National cycle route, residential properties and roads	View from National Cycle Route 33 on Ebdon Lane in Bourton, representative of views from cycle routes, properties and roads in the area	High and Medium	Local	Medium	1980m	View looking southeast across fields with the top of the AT Route visible in the distance above trees and backgrounded by hills. High sided vehicles travelling on the M5 are glimpsed beyond intervening vegetation.	During construction: Negligible In the short-term, temporary at-height works associated with the AT Route connection would be barely perceptible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Negligible There would be glimpse and partial views of the altered alignment of the AT Route connection in the distance but the overall change is considered to be negligible. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.11 (and D2.S8b)	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

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Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D2.12	Residential Properties and PRoW	View from public footpath in East Hewish adjacent to Hewish Farm, Willowbank Farm and The Ems, representative of footpaths and properties in the area	High and Medium	Local	Medium	1585m	View looking east across fields with the F Route barely perceptible above hedgerows and trees and partially backgrounded by hills in the distance.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be barely perceptible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Negligible There would be glimpse and partial views of the proposed 400kV overhead line in the distance but the overall change is considered to be negligible. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.12	N/A
D2.13	PRoW and road	View from public footpath at Phipps Bridge adjacent to Oldbridge River, representative of views from public footpaths and the M5 motorway	High and Medium	Local	Medium	1990m	Wide open view to the north east across fields with ditches and hedgerows along boundaries. The F Route is barely perceptible in the distance above trees and backgrounded by Tickenham Ridge and Cleeve Ridge.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be perceptible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Low adverse There would be glimpse and partial views of the proposed 400kV overhead line in the distance above trees. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.13	VPD6
D2.14	Residential Properties and PRoW	View from public footpath south of Kingston Seymour adjacent to Yew Tree Farm, representative of footpaths and properties on the southern edge of settlement	High and Medium	Local	Medium	1265m	View to the southeast across fields and the M5 motorway crossing the view with vehicles partially visible. The top of the F Route is just visible above intervening vegetation in the distance and partially backgrounded by hills.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be barely perceptible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Low adverse There would be glimpse and partial views of the proposed 400kV overhead line in the distance but the overall change is considered to be negligible. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.14	N/A
D2.15	Residential properties and roads	View from Yeo Bank Lane representative of properties and roads in the area	Medium	Local	Medium	2335m	Open views to the east across fields with boundary ditches, hedgerows and hedgerow trees. The F Route is screened from view by trees.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be indiscernible in the distance above trees and vegetation. During operation Negligible There would be glimpse and partial views of the proposed 400kV overhead line in the distance but the overall change is considered to be negligible. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.15	N/A
D2.16	Residential properties and roads	View from Middle Lane near Channel View Farm northeast of Kingston Seymour, representative of properties and roads in the area	Medium	Local	Medium	2825m	Open views to the northeast across fields with boundary ditches, hedgerows and hedgerow trees. The F Route is screened from view by trees.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.16	N/A
D2.17	Residential Properties, PRoW and roads	View from PRoW near Seawall Farm off Lower Strode Road, representative of footpaths, roads and properties in the area	High and Medium	Local	Medium	2340m	View to the southeast looking across fields with boundary hedgerows and trees filtering and screening long views. The F Route is not visible due to intervening trees.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.17	N/A
D2.18	Business and roads	View from Windmill Road in Business Park on the southern edge of Clevedon adjacent to the M5 motorway	Low	Local	Low	1835m	View looking southeast with road, office buildings and trees prominent in the foreground; long views are truncated by intervening structures and vegetation. The F Route is screened from view.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.18	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

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Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D2.19	PRoW	View from public footpath across Clevedon Moor near Court Lane, representative of footpaths in the area	High	Local	Medium	1935m	Wide view to the east across fields with hedgerows and hedgerow trees filtering long views. Tickenham ridge appears in the background to the north east. The F Route is not visible due to screening by vegetation.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line on a marginally closer alignment would be indiscernible in the distance above trees and vegetation. During operation: Negligible There would be glimpse and partial views of the proposed 400kV overhead line in the distance but the overall change is considered to be negligible. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.19	N/A
D2.20	Residential properties and PRoW	View from public footpath along Land Yeo off Clevedon Road south of properties in Tickenham, representative of footpaths across Nailsea Moor and properties in Tickenham	High and Medium	Local	Medium	1815m	Wide open view to the southeast across Tickenham Moor and Nailsea Moor with the F Route barely perceptible above hedgerows and trees and backgrounded by Clevee Ridge. Some foreground vegetation filters long distance views.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line on a marginally closer alignment would be indiscernible in the distance backgrounded by hills. During operation: Low adverse There would be glimpse and partial views of the proposed 400kV overhead line in the distance but the overall change is considered to be negligible. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.20	VPD12
D2.21	Residential properties, business and roads	View from Garden Park garden centre on Clevedon Road in Tickenham, representative of properties and roads in Tickenham	Medium	Local	Medium	1595m	Wide ranging view to the southeast looking across the garden centre and beyond to Nailsea Moor with some filtering of views by vegetation and structures and Clevee Hill forming the distant backdrop. The existing W Route and F Route are effectively backgrounded by Nailsea Moor.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and W Route and the construction of the 400kV overhead line on a slightly closer alignment would be indiscernible in the distance backgrounded by the moors and hills. Ground level works associated with the underground cabling would not be visible. During operation: Low adverse There would be glimpse and partial views of the proposed 400kV overhead line in the distance, backgrounded by the moor and hills but the overall change is considered to be negligible. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.21	N/A
D2.22	Residential properties and PRoW	View from public footpath between Pylonhouse Lane and Birdcombe Court Farm, representative of footpaths and properties on elevated ground on Pylonhouse Lane	High	Local	Medium	950m	Open view from an elevated position looking west across farmland and along the valley with Tickenham Ridge to the north. The F Route and W Route are visible in direct views above trees and properties and partially backgrounded by Tickenham Ridge. Several spans are visible in the view at any one time.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and W Route and the construction of the 400kV overhead line would be visible in the distance above trees and buildings. This would include the use of cranes for a limited period of time. Ground level works in relation to the laying of underground cables would be hidden from view by intervening vegetation and structures. During operation: Low adverse The W Route and F Routes are removed from the view and replaced with the 400kV overhead line on a similar alignment. The T pylons would be more visually prominent due to their increased size although there would be fewer pylons in the view. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.22	N/A
D2.23	Residential properties and PRoW	View from public footpath between Wraxall and Nailsea, representative of footpaths and properties in Wraxall	High	Local	Medium	1745m	Open expansive views to the southwest down and across farmland and over Nailsea towards Clevedon and Mendip Hills. Crook Peak visible in the distance beyond hills to the south. W Route and F Route pylons visible at Nailsea Moor in distant views and above trees. Large industrial buildings and properties on the edge of Nailsea also visible.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and W Route and the construction of the 400kV overhead line would be visible in the distance above trees and buildings. This would include the use of cranes for a limited period of time. Ground level works in relation to the laying of underground cables would be hidden from view by intervening vegetation and structures. During operation: Low adverse The W Route and F Routes are removed from the view and replaced with the 400kV overhead line on a similar alignment. The T pylons would be more visually prominent due to their increased size although there would be fewer pylons in the view. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.23	N/A

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Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D2.24	PRoW and National Cycle Route	View from public footpath east of Nailsea north of Backwell Bow, representative of footpaths between Nailsea and Wraxall	High	Local	Medium	2380m	View to the northwest across farmland to Tickenham Ridge with properties at Nailsea and Wraxall, including Wraxall Church visible. Mature trees and hedgerows filter views. The F Route is not visible. The top of one W Route pylon is barely perceptible at the top of the ridge above trees.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the W Route and the construction of the 400kV overhead line would be visible in the distance above trees and buildings. This would include the use of cranes for a limited period of time. During operation: Negligible The W Route and F Routes are removed from the view and replaced with the 400kV overhead line on a more oblique alignment but at a similar distance. The T pylons would be more visually prominent due to their increased size although there would be fewer pylons in the distant view. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.24 (and D2.S8a)	N/A
D2.25	Residential properties, PRoW and National Cycle Route	View from Backwell Common representative of views from National Cycle Route 33, properties and roads in Backwell Common	High	Local	Medium	2940m	View to the northwest across field/paddock with open views towards Tickenham Ridge, filtered with mature trees and built form with mature field boundaries. The F Route and W Routes are not visible.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.25	N/A
D2.26	PRoW and Public open space	View from public footpath through public open space and play area adjacent to Birdlip Close in Nailsea	High	Local	Medium	2185m	View looking north with foreground vegetation and structures filtering and screening views beyond. The F Route and W Routes are not visible.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.26	N/A
D2.27	PRoW and town centre public realm	View from Stock Way North at entrance to shopping precinct in Nailsea, representative of views from shopping area, businesses and roads	High and Medium	Local	Medium	1040m	View to the north with foreground urban scene and Tickenham Ridge in the background. Mid distance vegetation and buildings provide heavy filtering and some screening of distant views. The F Route and W Route are not visible.	During construction: Negligible In the short-term, temporary at-height works associated with the construction of the 400kV overhead line would be just visible in the distance beyond and between intervening trees and buildings. This would include the use of cranes for a limited period of time. Ground level works in relation to the laying of underground cables would be hidden from view by intervening vegetation and structures. During operation: Negligible The proposed 400kV overhead line would be just visible beyond middle distance vegetation and would be seen across and up the ridge but only in a small part of the view. The magnitude of effect is considered to be generally low adverse but may become moderate in a few places where views of the overhead line on top of the ridge are more open. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.27	N/A
D2.28	Church Yard/Cemetery (Includes Property Views)	View from Chelvey Church and cemetery, representative of views from properties and road	High and Medium	Local	Medium	1325m	Open views northwest across undulating farmland to Tickenham Ridge. Elevated landform at West End and Nailsea obscures view of the F Route. The W Route is not visible due to the distance of view and the screening effect of intervening vegetation.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.28	N/A
D2.29	PRoW and National Cycle Route	View from public footpath south of West End between South Common Farm and West End, representative of views from footpaths and Regional Cycle Route 10 The Avon Cycleway	High	Local	Medium	835m	Wide ranging views to the north and north east across fields towards Tickenham Ridge. Nailsea obscured by rising landform/hills and mature trees. The W Route oversails the cycleway and runs virtually parallel with the footpath for a distance. The F Route is occasionally perceptible at gaps between hills but it is only the upper sections of Pylons that are visible and backgrounded.	During construction: Low adverse In the short-term at-height works associated with the construction of the CSEPP and the re-tensioning of the conductors between W35 and the CSEPP would be partly visible in the distance. Works at ground level would be obscured from view due to intervening vegetation and topography. Works in relation to the removal of the F Route would not be visible. At height works associated with the construction of the proposed 400kV overhead line would be glimpsed in the distance. During operation: Negligible The upper sections of the CSEPP would be partially visible against the sky, filtered by intervening vegetation and structures. Due to distance, the heavier gauge steel used to construct the CSEPP and the platform would not be evident. The upper sections of the 400kV T pylons would be visible at gaps in landform and above intervening vegetation. The Proposed Development would result in a negligible effect in views from this receptor. After 15 years: Negligible Long term views would be similar to those anticipated on completion.	Minor adverse	Negligible	Negligible	D2.29 (and D2.S3a)	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km from the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
High	National	High
High	Regional	Medium
High	Local	Low
Medium	National	Medium
Medium	Regional	Low
Medium	Local	Low
Low	National	Low
Low	Regional	Low
Low	Local	Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D2.30	Residential properties and PRoW	View from public footpath between Midgley Farm and Brockley Farm, south of Chelvey, representative of views from footpaths and properties	High and Medium	Local	Medium	1740m	Open views across farmland to the north and west. Elevated farmland and mature trees to north screen views in distance with Tickenham Ridge visible above. Nailsea Court (Grade I Listed), Midgley Farm and Chelvey Church and railway line in the view. W Route is just visible above the trees and farm, to the west and crossing over Nailsea Court on elevated ground. F Route is not visible. Mendip Hills visible at gap in trees in very long distance view.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.30	N/A
D2.31	PRoW and roads	View from public footpath off Claverham Drove near Kennmoor Gate, representative of footpaths and roads	High and Medium	Local	Medium	1330m	Open views across fields with scattered trees and hedges from PRoW looking west towards Tickenham Ridge. The W Route is just visible to the north east also backgrounded by Tickenham Ridge. The F Route is just visible in between trees in middle distance. There are also views of the W Route to the east where 2-3 spans of the line are visible. Traffic on the M5 is just discernible in the distance.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be visible in the distance above intervening vegetation. This would include the use of cranes for a limited period of time. Works in relation to the undergrounding of part of the W Route and the construction of the W Route CSEPP would not be visible due to intervening landform and vegetation. During operation: Low adverse The F Route is removed from the view and replaced with the 400kV overhead line on a slightly more oblique alignment but at a similar distance away. The T pylons would be more visually prominent due to their increased size although there would be fewer pylons in the view. Some backgrounding by Tickenham Ridge would reduce the visual prominence of the proposed 400kV overhead line. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.31	N/A
D2.32	Residential Properties, PRoW and roads	View from public footpath between Claverham Court and High Street on the northern settlement edge of Claverham, representative of properties, footpaths and roads on the settlement edge	High and Medium	Local	Medium	2710m	Open view to the north west across fields with boundary hedges. The F Route is just visible in the view with Clevedon in the background. The Welsh hills can be seen in the far distance. There are low voltage timber poles and lines in the immediate foreground. Tickenham Ridge provides the backdrop to the north. Mid range views are filtered by trees and hedges with the top of the F Route visible above. Further north on the PRoW on lower ground near Claverham Court (Lower Claverham) views are similar in composition but less expansive and more filtering provided by trees and structures. The top of F Route pylons are visible above trees and beyond farm buildings to the north east. The W Route is visible above trees to the east.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line including two angle pylons would be just visible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Low adverse There would be glimpse and partial views of the proposed 400kV overhead line in the distance but the overall change is considered to be negligible. There is no change to the W Route in views to the east. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.32	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km from the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
High	National	High
High	Regional	Medium
High	Local	Low
Medium	National	Medium
Medium	Regional	Low
Medium	Local	Low
Low	National	Low
Low	Regional	Low
Low	Local	Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D2.33	Residential Properties and PRoW	View from public footpath between Kenn Moor Road and Claverham, representative of views from footpaths and the rear of properties on the northern settlement edge of Yatton	High and Medium	Local	Medium	1475m	Open views to the north west across fields to Tickenham Ridge. Intervening field trees in mid to distant range of view. F Route is generally not visible however the pylons at the top of Tickenham Ridge are visible in the very distance and barely perceptible. Properties on edge of Yatton have similar views from rear storeys but may be filtered further by field boundary trees adjacent gardens.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line including two angle pylons would be just visible in the distance above trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Negligible F Route removed from views and replaced with proposed 400kV overhead line which would be more visible across Nailsea Moor but backgrounded by Tickenham Ridge. Proposed pylons would become more visible at the top of the ridge with no backgrounding. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.33	N/A
D2.34	Residential Properties, PRoW and roads	View from public footpath on the northern settlement edge of Yatton near Stovey Road and Yatton Recreation Ground, representative of views from footpaths, properties and roads in Yatton	High and Medium	Local	Medium	2160m	Open views north across field towards Tickenham Ridge. Mature trees to field boundary in middle distance and long distance filter views and obscure views. Views beyond available in places at gaps. The F Route is not visible in the view. The top of one W Route pylon is visible to the north east.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.34	N/A
D2.35	Residential property	View from West Road, representative of views from properties on the western settlement edge of Yatton	Medium	Local	Medium	1070m	Upper storey rear views across fields with upper elevation of F Route pylons visible above intervening field trees and hedges to fields and Strawberry Line. The views from some properties are filtered or obscured by field boundary hedges and garden trees.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be visible above and between intervening trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Low adverse F Route removed from views and replaced with proposed 400kV overhead line which would be more visible due to its increased height and upper sections of pylons would be viewed against the sky. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.35	N/A
D2.36	Residential Properties, businesses and roads	View from Smallway between Congresbury and Yatton, representative of views from properties, roads and businesses	Low (road and business) Medium (pedestrian)	Local	Low/Medium	1965m	Open views west and south west above foreground boundary structures and across grazing paddocks and fields. This is an expansive view with elevated land at Worlebury and further to the south west the Mendip Hills as distant features. Field trees filter long views in places. The F Route is visible above field trees in the distance but barely perceptible due to backgrounding.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be just visible in the distance beyond intervening vegetation. This would include the use of cranes for a limited period of time. During operation: Low adverse There would be glimpse and partial views of the proposed 400kV overhead line in the distance but the overall change is considered to be negligible. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.36	N/A
D2.37	PRoW and Public open space	View from public footpath and open space on the top of Cadbury Hill	High	Local	Medium	2385m	Open expansive uninterrupted views from top of hill at viewing point and seating area and along PRoW. Viewing point and PRoW to south west at top of hill have views across Congresbury and fields towards Mendip Hills and gap at hills where F Route is barely perceptible. F Route and AT Route visible across Levels but barely perceptible due to backgrounding and distance. Views include Severn Estuary in very distance but just visible. At top of hill generally in other areas mature trees to edges of plateau heavily filter and screen views and channel views to viewing point in southwest. On northern side of plateau at top of hill channelled views northwest available at gap in trees at top of path. Views framed by trees on hill and extensive across Yatton and towards Wales. The F Route is visible in long distance views but only a small number of pylons are visible and backgrounded.	During construction: Low adverse In the short-term construction operations including at-height works and cranes would be visible above trees across the view for construction of the proposed 400kV overhead line, AT Route connection and Sandford Substation. There would be a low alteration to the view with a low proportion of the view affected for the short-term resulting in a low adverse magnitude of effect on views. During operation: Low adverse In the short and medium-term the F Route and a section of the AT Route would be removed from views above trees in the distance. The proposed 400kV overhead line would be introduced on a similar alignment to the F Route and would be visible above trees across the levels landscape. The proposed 400kV overhead line supported by T-pylons would be of a greater height than the F Route removed and would be more visible above trees. The solid central column and cross arm of the T-pylons would make them more visible against the background of fields and trees. The AT Route connection would be visible above trees between the AT Route and Sandford Substation, however Sandford Substation would be screened by trees and landform. Views are expansive and a small proportion of the view would be affected but the effect would be reduced due to a high degree of filtering and screening and due to distance. There would be a low scale of change from the existing view and the magnitude of effect would be low adverse. After 15 years: Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.37a and D2.37b	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

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The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low	Value of View: National or Regional and or Local	Receptor Sensitivity: High or Medium or Low
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The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D2.38	PRoW and Road	View from public footpath between Wood Hill and the A370 on the northern edge of Congresbury, representative of views from footpaths and roads	High and Low and Medium	Local	Medium	2345m	From the PRoW the view to the west is across fields and small holdings with field boundary fencing and hedging prominent in the foreground view. Low voltage wood pole trident lines cross the view. The F Route is barely perceptible and largely not visible at all. Views from the road are largely screened/filtered by hedges along the roadside but glimpsed and open views to the west are available in places at gaps or field openings.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be partially visible in the distance above trees and vegetation. During operation: Negligible There would be glimpse and partial views of the proposed 400kV overhead line in the distance and beyond and between gaps in vegetation but the overall change is considered to be negligible. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.38	N/A
D2.39	Residential properties, roads, POS and Long Distance Route	View from Two Rivers Way long distance route and public open space off Bristol Road adjacent to the River Yeo in Congresbury, representative of views from the public open space, roads and properties in the area	High	Local	Medium	1985m	Views west across open space and along river uninterrupted in immediate foreground. Telegraph pole and the church spire are existing vertical features in the view. In the middle distance mature trees and buildings along A310 road heavily filter and obscure views. There is a framed view west along the river to field trees in the distance with one F Route pylon and conductors visible above the trees. Further south east along the footpath views are more obscured by landform and trees and the F Route is out of sight. At the road bridge a greater proportion of the F Route is visible with views more open but still heavily obscured and filtered by field trees.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be visible above and between intervening trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Negligible F Route removed from views and replaced with proposed 400kV overhead line which would be more visible due to its increased height and upper sections of pylons would be viewed against the sky. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.39 (and D2.S2a) and D2.41	N/A
D2.40	Residential Properties, PRoW and roads	View from public footpath between Rowton Cottage on Wrington Road and Congresbury, representative of views from footpaths, road and properties	High and Medium	Local	Medium	1775m	Open expansive long distance views across fields towards Congresbury with intervening field trees and hedges. Telegraph pole crosses the foreground view. Roofs of houses and church spire visible in the middle distance. The Mendip Hills and elevated land at Worlebury are just visible in the far distance. Occasional glimpses of the F Route pylons in the distance. From elevated ground there are views to the west of the AT Route in the distance and above trees with limited backgrounding but some trees obscure view of pylons. From further south on the PRoW where the land is lower lying and sloping towards Congresbury views are less expansive.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be visible above and between intervening trees and vegetation. This would include the use of cranes for a limited period of time. At height works on the AT Route would be just about visible in the distance. During operation: Low adverse F Route removed from views and replaced with proposed 400kV overhead line on a similar alignment which would be more visible due to its increased height and upper sections of pylons would be viewed against the sky. The alterations to the AT Route visible in the distance form only a small part of the view and would be barely perceptible. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.40	N/A
D2.41	Residential properties and PRoW	View from public footpath through Churchyard west of Congresbury Church, representative of views from footpaths and properties on the west settlement edge	High and Medium	Local	Medium	1820m	View to the west across churchyard and field. Long views obscured and heavily filtered by mature trees and hedges along field boundary and above Strawberry Line. The F Route is not visible.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.39 and D2.41	N/A
D2.42	Long Distance Cycle Route and PRoW	View from the Strawberry Line long distance route and National Cycle Route 26 west of Congresbury	High	Local	Medium	1315m	Views along the route are largely heavily filtered by trees and vegetation along the disused railway. However, there are open views at gaps in trees where views west across fields are fully available with the F Route and AT Route pylons and conductors are visible above trees and hedges and prominent in the open landscape.	During construction: Low adverse In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be visible above and between intervening trees and vegetation. This would include the use of cranes for a limited period of time. At height works to the AT Route would also be visible in the distance. During operation: Low adverse F Route removed from views and replaced with proposed 400kV overhead line which would be more visible due to its increased height and upper sections of pylons would be viewed against the sky. Pylons and conductors on the AT Route connection would also be visible above trees and hedges in the distance, and viewed against the sky. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.42	VPD5

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Representative views between 1 and 3km from the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low

Value of View: National or Regional and or Local

Receptor Sensitivity: High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D2.43	Residential properties and roads	View from the B3133 Brinsea Road, representative of views from properties in Congresbury	Low (road) High and Medium (properties)	Local	Low Medium	1470m	Views to the west across fields with properties and lines of trees prominent in the view. Long views are obscured by lines of trees with the Mendip Hills visible in part in the far distance. The F Route and the AT Route are largely obscured from view by field trees but in places there are small glimpses of the tops of a pylons.	During construction: Negligible In the short-term, temporary at-height works associated with the removal of the F Route and the construction of the 400kV overhead line would be just visible in the distance beyond intervening vegetation. This would include the use of cranes for a limited period of time. At height works to the AT Route would also be glimpsed in the distance. During operation: Negligible There would be glimpse and partial views of the proposed 400kV overhead line and the AT Route connection in the distance but the overall change is considered to be negligible. After 15 years: Negligible Long term views are anticipated to be the same as on completion.	Negligible	Negligible	Negligible	D2.43	N/A
D2.44	Recreation and Golf Course	View from Mendip Spring Golf Course and club house, Brinsea	Medium	Local	Medium	1630m	View to the northwest across the golf course with the course in the foreground and scattered trees and vegetation. Low voltage overhead line on wooden poles cross the view in the foreground. Long views are available across fields with sequential lines of trees and hedgerow boundaries. Distant views to Tickenham Ridge. The F Route is indistinguishable	During construction: Low adverse In the short-term, temporary at-height works associated with the construction of the 400kV overhead line would be visible above and between intervening trees and vegetation. This would include the use of cranes for a limited period of time. During operation: Low adverse The proposed 400kV overhead line would appear in the distant view due to its height. Lower elevations of pylons would be screened from view by intervening vegetation but upper sections would be visible above the trees and viewed against the sky. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.44	N/A
D2.45	Residential properties, PRoW and roads	View from Honey Hall Lane and public footpath. Representative of properties, footpaths and road near Honey Hall	High and Medium	Local	Medium	1600m	View to the northwest from Honey Hall Lane across fields with field boundary vegetation and landform limiting middle and long distance views. Rising land at Tickenham Ridge visible in the far distance. The F Route is not visible.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.45	N/A
D2.46	PRoW and roads	View from public footpath between King Road at Churchill Green and Honey Hall Lane, representative of public footpaths and roads in the area	High and Medium	Local	Medium	2055m	View to the northwest across open fields with managed hedgerows and mature hedgerow trees to field boundaries. Roofs of houses are present in the view seen beyond and above hedges and the N Route crosses the view on an oblique alignment in the middle distance. Lower sections of pylons are backgrounded and upper sections of pylons and conductors seen against the sky. The F Route is not visible.	During construction: Low adverse In the short-term, temporary at-height works associated with the construction of the 400kV overhead line would be visible above intervening trees and vegetation. This would include the use of cranes for a limited period of time. At height works associated with the AT Route connections would be barely perceptible in the distance. During operation: Low adverse The proposed 400kV overhead line would appear in the distant view to the west due to its height. Lower elevations of pylons would be screened from view by intervening vegetation but upper sections would be visible above the trees and viewed against the sky. The N Route remains in the view. After 15 years: Low adverse Long term views are anticipated to be the same as on completion.	Minor adverse	Minor adverse	Minor adverse	D2.46	N/A
D2.47	Residential properties, PRoW and cycle route	View from public footpath and cycle route through Millennium Green public open space in Nailsea	High and medium	Local	Medium		View to the northwest across public open space with filtered views of a supermarket building and other buildings beyond the recreation area. Tickenham Ridge is visible in the distance rising above the tree line. The F Route and W Routes are screened from view by intervening structures and vegetation.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D2.47	N/A

APPENDIX 7D: SECTION D SOMERSET LEVELS AND MOORS NORTH VISUAL ASSESSMENT TABLES

Valued views over 3km from the Proposed Development in Section D

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:

Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:

Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:

Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
D3.1	Residential properties, PRow and POS	View from Moor Lane on the northern edge of the settlement of Hutton	High and medium	Local	Medium	4325m	View to the east across grazing paddocks and fields and the Des Phippen Park (informal open space). Single and two storey dwellings on the edge of Hutton have views across the open flat landscape with hedgerow and hedgerow trees to field boundaries limiting the extent of the view. High ground at Barwell limits views to the south east.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D3.1	N/A
D3.2	Public Open Space	View from Castle Back public open space in Weston-Super-Mare	High	Local	Medium	4240m	Elevated view east across recreational open space with residential development filling the middle distance view. A hedgerow with some trees is visible to the boundary of the public open space. The F Route is not visible in the view. The AT Route is visible in the distance, although effectively backgrounded by the Mendip Hills	During construction: Negligible Construction works would be barely perceptible due to distance, backgrounding and screening/filtering by properties and trees. Construction of tops of the proposed 400kV overhead line pylons and the AT Route connection may just be visible but will be backgrounded by the Mendip Hills. During operation: Negligible The tops of the proposed 400kV overhead line and the AT Route connection pylons may be visible although the distance, backgrounding and screening/filtering by properties and trees will render the change insignificant. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	D3.2	N/A
D3.3	Residential properties, PRow and roads	View from Wick Road in Icelton representative of public footpaths and residential properties in Icelton	High and medium	Local	Medium	3695m	View to the east looking across flat, open agricultural fields and hedgerows. Individual properties and mature trees are present in the view. The F Route is not visible in the view.	During construction: Negligible Construction works would be barely perceptible due to distance and screening/filtering by hedgerows and trees. Construction of tops of the proposed 400kV overhead line pylons may just be visible above the hedgerows and trees but this will form a very small part of the view and will be barely perceptible. During operation: Negligible The tops of the proposed 400kV overhead line may be visible although the distance of view and the screening/filtering effect of hedgerows and trees will render the change insignificant. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	D3.3	N/A
D3.4	Public Open Space	View from public open space on Southern Way, north west of Strode Way, Clevedon	High	Local	Medium	3240m	View to the east looking across recreational open space towards large buildings on Strode Road and Strode Way. There are mature trees in the view and Tickenham Ridge is visible beyond and above the buildings in the middle distance. The F Route is not visible due to intervening buildings and trees.	During construction: No change There would be no change in views during construction of the Proposed Development. During operation: No change There would be no change in views during operation of the Proposed Development. After 15 years: No change There would be no change in views after 15 years.	No change	No change	No change	D3.4	N/A
D3.5	Residential properties, PRow and roads	View from the A370, Main Road, representative of properties, footpaths and roads in Cleeve	High and medium	Local	Medium	3480m	View to the north west across fields and hedgerows with properties and mature trees in the middle distance. Telegraph poles and sports floodlights in the foreground and Tickenham Ridge in the far distance. The W Route is visible crossing the view obliquely in the distance. The F Route is not visible.	During construction: Negligible Construction works would be barely perceptible due to distance, backgrounding and screening/filtering by properties and trees. Construction of tops of the proposed 400kV overhead line pylons may just be visible but will be backgrounded by Tickenham Ridge. During operation: Negligible The tops of the proposed 400kV overhead line may be visible although the distance, backgrounding and screening/filtering by properties and trees will render the change insignificant. The W Route remains in the distant view, unchanged. After 15 years: Negligible In the long-term views of the Proposed Development would remain the same as those on completion.	Negligible	Negligible	Negligible	D3.5	N/A