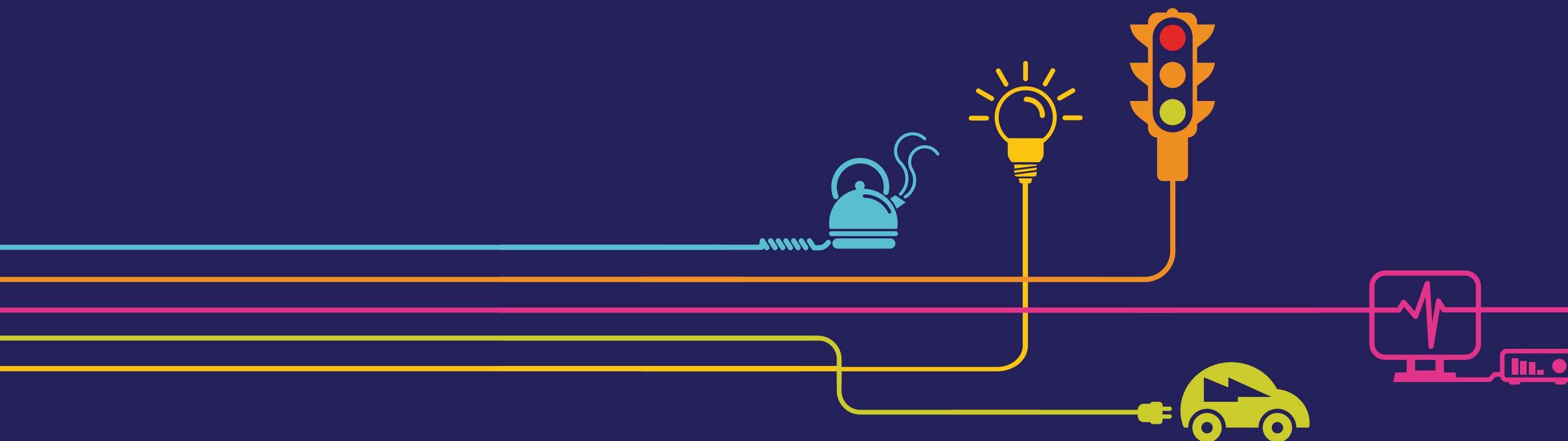


Environmental Statement Visual Effects Figures 7.10 to 7.11

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

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Figure 7.10 - Section E: Photographs of Existing Views within 1km



Photograph E1.1: Existing view from PRoW LA16/3 south of Folly Farm House and Tickenham Golf Club, looking south along Washing Pound Lane and across Nailsea Moor towards the F Route, W Route and the route of the proposed 400kV overhead line. In places the existing overhead lines are backgrounded by Cleeve Ridge and Nailsea in the distance with Tickenham Church spire visible above trees



Photograph E1.2: Existing view from PRoW LA16/3 across Tickenham Golf Course, looking southeast along Tickenham Ridge and towards Nailsea with the F Route, BW Route and the route of the proposed 400kV overhead line in the distance, backgrounded by trees and landform



Photograph E1.3: Existing view from PRoW LA16/3 near to Lime Breach Wood and Tickenham Golf Course, looking south towards Nailsea and Cleeve Ridge with the F Route, W Route and the route of the proposed 400kV overhead line visible, backgrounded by trees and landform

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Title					
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ENVIRONMENTAL STATEMENT					
VOLUME 5.7.3					
SECTION E: PHOTOGRAPHS OF EXISTING VIEWS WITHIN 1KM					

nationalgrid			
National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA			
NG INVESTMENT No.	APPLICATION No.		IN
20897	EN020001		A3
FIGURE No.	DRAWING No.	SCALE	
7.10.1	IN1979.24.005	NTS	
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Photograph E1.4: Existing view from Clevedon Road (B3130) adjacent to Tickenham Rabbit Hutch Centre near Luggards Cross, looking east along the F Route and the W Route up Tickenham Ridge and towards the route of the proposed 400kV overhead line and 132kV underground cables route. The existing overhead lines are largely backgrounded by the wooded ridge



Photograph E1.5: Existing view from Old Lane near to Little Valley Farm, looking southeast towards the F Route and the W Route and the route of the proposed 400kV overhead line near the Star Inn public house in Stone-edge Batch



Photograph E1.6: Existing view from Clevedon Road (B3130) near to Batch Farm looking north towards the F Route and the W Route and the route of the proposed 400kV overhead line passing over Clevedon Road through Stone-edge Batch near the Star Inn public house. The existing overhead lines are largely backgrounded by the wooded ridge

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Photograph E1.7: Existing view from Tickenham Hill adjacent to Batch Farm, looking northeast between properties towards the F Route and the W Route and the route of the proposed 400kV overhead line, with the existing overhead lines backgrounded by the wooded ridge



Photograph E1.8: Existing view from PRoW LA16/1 part of Nailsea Round Loop Walk 4 north of Stone-edge Batch near Summerhouse Wood, looking northeast along the F Route and W Route and the proposed route of the 400kV overhead line and 132kV underground cables route up Tickenham Ridge. Typically the existing overhead lines are backgrounded by landform and woodland with some pylons visible on the top of the ridge with limited backgrounding



Photograph E1.9: Existing view from PRoW LA16/1 part of Nailsea Round Loop Walk 4 near Round Wood, looking southwest along the F Route and W Route and the proposed route of the 400kV overhead line and 132kV underground cables route. In places the existing overhead lines are partially backgrounded by trees and landform

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<u>Title</u> NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.7.3 SECTION E: PHOTOGRAPHS OF EXISTING VIEWS WITHIN 1KM					
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Photograph E1.10 Part 1: Existing view from PRow LA16/1 and LA16/2 at Badgers Wood, looking south towards the F Route and the W Route and the route of the proposed 400kV overhead line and 132kV underground cables. The existing overhead lines are mostly backgrounded by trees and landform



Photograph E1.10 Part 2: Existing view from PRow LA16/1 and LA16/2 at Badgers Wood, looking south towards the F Route and the W Route mostly backgrounded by trees and landform and the route of the proposed 400kV overhead line and 132kV underground cables



Photograph E1.11a: Existing view from PRow LA5/15 on Cadbury Camp Lane adjacent to the property Deep Acre near Chummock Wood, looking southwest towards the F Route and the W Route and the route of the proposed 400kV overhead line. The existing overhead lines are heavily filtered by trees and vegetation in the foreground



Photograph E1.11b: Existing view from PRow LA20/84 on Cadbury Camp Lane adjacent to the property Spindle Wood near Chummock Wood, looking south towards the F Route and the W Route and the route of the proposed 400kV overhead line. The existing overhead lines are partially filtered by trees and backgrounded by the nearby woodland and landform

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ENVIRONMENTAL STATEMENT					
VOLUME 5.7.3					
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			A



Photograph E1.11c: Existing view from PRow LA20/84 on Cadbury Camp Lane adjacent to the property Spindle Wood near Chummock Wood, looking northeast towards the F Route and the route of the proposed 400kV overhead line on a similar alignment and visible above landform



Photograph E1.12: Existing view from LA20/26 adjacent to Mogg’s Wood, south of Cadbury Camp Lane, looking northeast towards the W Route, F Route and the route of the proposed 400kV overhead line, and 132kV underground cables, on a similar alignment and visible above trees and intervening landform



Photograph E1.13: Existing view from LA20/26 within Mogg’s Wood, north of property named Bruins Wood, looking northwest towards the route of the proposed 400kV overhead line and 132kV underground cables, the W Route and the F Route. Views are heavily filtered in the foreground by trees and backgrounded by trees and landform

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Photograph E1.14: Existing view from PRow LA5/4 near Dunhill Wall and Naish Farm, looking east across undulating fields towards the F Route and the W Route and the route of the proposed 400kV overhead line visible above landform and trees



Photograph E1.15: Existing view from PRow LA5/4 north of Naish Farm, looking northeast towards Portishead and Portbury in the distance with the G Route and the BW Route and the route of the proposed 400kV overhead line on the Alternative Route (Option B) just visible at Portbury Wharf



Photograph E1.16: Existing view from the junction of Whitehouse Lane, Cuckoo Lane and Cadbury Camp Lane, looking north along Whitehouse Lane towards the F Route and W Route and the proposed route of the 400kV overhead line visible above landform and trees

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Photograph E1.17: Existing view from PRow LA20/84 at the junction of Whitehouse Lane and Cuckoo Lane looking southeast towards the W Route partially filtered by vegetation at the base




Photograph E1.18: Existing view from a field entrance gate on Whitehouse Lane, looking west across fields towards trees along Cuckoo Lane and Mogg's Wood with a W Route pylon visible to the northwest. The F Route and the route of the proposed 400kV overhead line are screened by woodland trees



Photograph E1.19: Existing view from Clevedon Road (B3128) near the property Valley View, looking northwest across fields towards the W Route overhead line partially visible above landform and trees

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 National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA			
NG INVESTMENT No.	APPLICATION No.		IN A3
20897	EN020001		
FIGURE No.	DRAWING No.	SCALE	
7.10.7	IN1979.24.005	NTS	
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Photograph E1.20: Existing view from PRow LA20/92 west of the entrance to Noah's Ark Zoo Farm adjacent to Clevedon Road (B3128), looking northwest across the zoo car park towards the W Route and the F Route and the route of the proposed 400kV overhead line, visible on undulating fields partially backgrounded in places by trees




Photograph E1.21: Existing view from PRow LA20/32a east of the entrance to Noah's Ark Zoo Farm adjacent to Clevedon Road (B3128) and Moat Cottage, looking northwest towards trees and hedgerows with a W Route pylon visible between trees. The F Route and the route of the proposed 400kV overhead line are screened by trees, hedgerows and landform



Photograph E1.22: Existing view from Noah's Ark Zoo Farm, looking northwest towards the W Route, F Route and the route of the proposed 400kV overhead line on undulating landform with partial filtering to the west

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National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA			
<u>NG INVESTMENT No.</u> 20897	<u>APPLICATION No.</u> EN020001		IN A3
<u>FIGURE No.</u> 7.10.8	<u>DRAWING No.</u> IN1979.24.005	<u>SCALE</u> NTS	
<u>SHEET 8 OF 16</u>			<u>ISSUE</u> A



Photograph E1.23: Existing view from PRow LA20/90 part of the Gordano Round long distance route at the picnic table adjacent to Breach Wood, looking northwest across Noah's Ark Zoo Farm and undulating hills towards the W Route and F Route and the route of the proposed 400kV overhead line. The existing overhead lines are visible on raised landform above trees in places, with some pylons partially backgrounded by woodland



Photograph E1.24: Existing view from PRow LA20/32 east of Charlton Drive and north of Breach Wood, looking west towards Noah's Ark Zoo Farm with the W Route, F Route and the route of the proposed 400kV overhead line visible on undulating landform partially backgrounded by trees



Photograph E1.25: Existing view from PRow LA20/90, part of the Gordano Round long distance route, on the edge of Prior's Wood, looking west towards the W Route, F Route and the route of the proposed 400kV overhead line visible on top of landform with potential screening by trees to the south

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National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA			
NG INVESTMENT No.	APPLICATION No.		IN
20897	EN020001		A3
FIGURE No.	DRAWING No.	SCALE	
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Photograph E1.26: Existing view from PRow LA20/56 part of the Gordano Round long distance route, looking south to southeast towards the W Route in the foreground becoming screened in the distance due to the rising landform to the west



Photograph E1.27: Existing view from PRow LA20/56 part of the Gordano Round long distance route on Caswell Hill, looking northeast towards Portishead, Portbury Wharf and Avonmouth Docks. Views are along the F Route and W Route on Tickenham Ridge and in the distance across Clapton Moor, with the G Route and BW Route visible across Portbury Wharf. Views include the route of the proposed 400kV overhead line on Tickenham Ridge and the route of the proposed 400kV overhead line on the Alternative Route (Option B) across Clapton Moor and Portbury Wharf. The Preferred Route (Option A) is screened by landform



Photograph E1.28: Existing view from a field entrance on Caswell Hill, looking north towards Portishead and Portbury Wharf along the F Route down Tickenham Ridge with the G Route and BW Route and the route of the proposed 400kV overhead line on the Alternative Route (Option B) visible in the distance at Portbury Wharf

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Photograph E1.29: Existing view from PRow LA20/56 on the Gordano Round long distance route near Charlton Drive, looking southwest towards Prior’s Wood with the BW Route and the route of the proposed 400kV overhead line visible above woodland




Photograph E1.30: Existing view from PRow LA20/56 on the Gordano Round long distance route on Charlton Drive, looking northeast over the Hospice with channelled views towards Avonmouth Docks largely screened by landform and trees with views of the BW Route, G Route and the route of the proposed 400kV overhead line limited by landform and woodland



Photograph E1.31: Existing view from PRow LA15/18 on Prior’s Wood Path west of Portbury, looking northwest towards Gordano RFC and the M5 motorway with the F Route and W Route visible above trees across Clapton Moor, and the G Route and BW Route visible above trees across Portbury Wharf. Views include Portishead, Portbury Wharf and Avonmouth docks in the distance. Views include the route of the proposed 400kV overhead line on the Preferred Route (Option A) along the M5 motorway and the Alternative Route (Option B) in the distance across Portbury Wharf

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 National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA			
NG INVESTMENT No.	APPLICATION No.		IN
20897	EN020001		A3
FIGURE No.	DRAWING No.	SCALE	
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Photograph E1.32: Existing view from Caswell Lane (also National Cycle Route 410) west of Portbury, looking northwest towards the M5 motorway and the route of the proposed 400kV overhead line on the Preferred Route (Option A) prominent in the view with the infrastructure at Royal Portbury docks in the distance.



Photograph E1.33: Existing view from LA15/2 on the western edge of Portbury, looking west towards the W Route and F Route on Tickenham Ridge with the M5 motorway to the north. The view includes the route of the proposed 400kV overhead line and the Preferred Route (Option A) along the M5 motorway and the Alternative Route (Option B) where it crosses the M5 motorway and is visible above trees across Clapton Moor.



Photograph E1.34: Existing view from PRow LA15/2 and National Cycle Network Route 334 Clifton Link on the narrow bridge over the M5 motorway north of Portbury looking southwest along the motorway towards the W Route and F Route on Tickenham Ridge. The view includes the route of the proposed 400kV overhead line on Tickenham Ridge, the Preferred Route (Option A) along the M5 motorway and the Alternative Route (Option B) visible above trees across Clapton Moor

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Photograph E1.35: Existing view from PRow LA15/2 and National Cycle Network Route 334 Clifton Link on the narrow bridge over the M5 motorway north of Portbury looking northeast along the motorway towards the G Route pylons crossing the River Avon. The view includes the route of the proposed 400kV overhead line on the Preferred Route (Option A) along the M5 motorway with the Alternative Route (Option B) and the BW Route screened by industrial warehouses and trees



Photograph E1.36: Existing view from National Cycle Route 334 Clifton Link on Station Road through Portbury, looking north towards the narrow bridge over the M5 motorway and the route of the proposed 400kV overhead line on the Preferred Route (Option A), visible above properties and trees. Views of the existing overhead lines and the route of the proposed 400kV overhead on the Alternative Route (Option B) are screened by properties and trees



Photograph E1.37: Existing view in Portbury from National Cycle Route 334 and National Cycle Route 410 at the junction between Caswell Lane, High Street and Station Road, looking northwest towards the proposed 400kV overhead line on the Preferred Route (Option A), visible above trees and properties. The F Route, W Route and Alternative Route (Option B) are not visible

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Photograph E1.38: Existing view adjacent to Portbury Village Hall on High Street on the eastern edge of Portbury, looking northeast across fields towards Portbury Church and trees along the M5 motorway with the route of the proposed 400kV overhead line on the Preferred Route (Option A) visible above trees along the M5 motorway



Photograph E1.39: Existing view from near to the Old Vicarage on High Street in Portbury, looking north towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) and Alternative Route (Option B) with the BW Route and G Route just visible in places above trees and dock industry



Photograph E1.40: Existing view from PRow LA15/14 south of Conygar Hill and Portbury, looking north over properties and between hills towards the Royal Portbury Dock and the BW Route, G Route and the route of the proposed 400kV overhead line. The existing overhead lines are partially backgrounded by trees and dock industry

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Photograph E1.41: Existing view from PRow LA15/19 south of Longlands Wood, looking north towards the gap between Longlands Wood and Bulling’s Wood with the BW Route, G Route and the route of the proposed 400kV overhead line screened by woodland and landform



Photograph E1.42: Existing view from PRow LA15/19 in the gap between Bullings Wood and Longlands Wood, looking north towards the BW Route, G Route and the route of the proposed 400kV overhead line




Photograph E1.43: Existing view from PRow LA15/19 at High Street near Portbury, looking north towards the M5 motorway and dock industry visible above trees with the BW Route and G Route visible above trees and towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) visible in the foreground alongside the M5 motorway and on the Alternative Route (Option B) visible further in the distance with partial backgrounding by infrastructure at Royal Portbury docks

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Photograph E1.44: Existing view from PROW LA15/5 looking west and northwest towards the route of the proposed 400kV overhead line on the Preferred Route (Option A), the M5 motorway and towards Portbury church. The F Route and W Route and the Alternative Route (Option B) are screened by trees and landform



Photograph E1.45: Existing view from PRoW LA15/6 at Longlands Wood southwest of Easton-in-Gordano and Martcombe Road (A369) looking northeast towards Portbury and Avonmouth Docks with the BW Route, G Route and the route of the proposed 400kV overhead line visible above trees and built form. The existing G Route river crossing pylons and the Severn Bridge are visible in the distance



Photograph E1.46: Existing view from PRoW LA15/6 near Martcombe Road (A369) looking north towards Portbury and Avonmouth Docks and Portishead with the BW Route, G Route and the route of the proposed 400kV overhead line visible above trees and built form. The existing G Route river crossing pylons and the Severn Bridge are visible in the distance

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Figure 7.11 - Section F: Photographs of Existing Views within 1km



Photograph F1.1: Existing view from Caswell Lane looking north and northeast towards the W Route running across Clapton Moor, and towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B)



Photograph F1.2 Part 1: Existing view from Caswell Lane looking southwest and west towards the W Route running north over and beyond Caswell Lane, and towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B)



Photograph F1.2 Part 2: Existing view from Caswell Lane looking north along the W Route running north towards Portishead Substation, and towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B)

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<u>Title</u> NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.7.3 SECTION F: PHOTOGRAPHS OF EXISTING VIEWS WITHIN 1KM					
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FIGURE No.	DRAWING No.	SCALE	
7.11.1	IN1979.24.006	NTS	
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Photograph F1.3: Existing view from Station Road (also National Cycle Route 334) north of The Portbury Hundred, looking southeast towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) running over The Portbury Hundred and the pedestrian and cycle bridge over the M5 motorway



Photograph F1.4: Existing view from Station Road (also National Cycle Route 334) near a property entrance, looking east towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) filtered by intervening trees



Photograph F1.5: Existing view from Station Road (also National Cycle Route 334) near residential property at 'Cole Acre' and 'The Meadows', looking west towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) partially screened by trees.



Photograph F1.6: Existing view from Sheepway (on the bridge over the disused railway) looking west and northwest towards the W Route and the F Route partly visible above intervening trees, and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B)

Note:
Photograph numbers F1.7 and F1.8 are not used

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FIGURE No.	DRAWING No.		SCALE		
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Photograph F1.9: Existing view from National Cycle Route 26 (also PRoW LA 15/21) looking north and northeast towards the BW Route and the G Route, and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B). Lighting columns are visible in the car storage depot and dockland cranes and wind turbines are visible beyond



Photograph F1.10: Existing view from National Cycle Route 26 (also PRoW LA 15/21) looking north and northeast towards the BW Route and the G Route and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) through the perimeter fencing around the car storage depot in the foreground of the view



Photograph F1.11: Existing view from National Cycle Route 26 (also PRoW LA 15/21) looking southeast and south towards the route of the proposed 400kV overhead line on the Preferred Route (Option A)

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Photograph F1.12: Existing view from Sheepway (also National Cycle Route 26) looking southwest and west towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B). A 132kV pylon on the W Route is glimpsed above intervening trees and the W Route and the F Route are visible on the top of Tickenham Ridge in the distant view



Photograph F1.13: Existing view from Sheepway (also National Cycle Route 26) looking northwest towards the BW Route and the G Route predominantly screened in the view, and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) beyond



Photograph F1.14: Existing view from PRow LA15/22 looking northwest towards the BW and G Route, and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) beyond partially screened by intervening trees

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Photograph F1.15: Existing view from Sheepway (also National Cycle Route 26) looking south and southwest towards the W Route and the F Route on Tickenham Ridge in the distance and towards the W Route beyond Sheepway Gate Farm. The view south is towards the route of the proposed 400kV overhead line on the Preferred Route (Option A), and the view southwest is towards the route of the proposed 400kV overhead line on the Alternative Route (Option B)



Photograph F1.16: Existing view from Sheepway (National Cycle Route 26) looking south towards the W Route and the F Route in the distance on Tickenham Ridge, and looking southwest towards the W Route and the F Route adjacent to Sheepway running over the railway bridge. The view south is towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) and the view south and southwest is towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) and the route of the proposed 132kV underground cables (replacing the W Route)



Photograph F1.17: Existing view from Sheepway (National Cycle Route 26) on the railway bridge looking south towards the W Route and the F Route on Tickenham Ridge and towards the W Route running north across Clapton Moor. The view includes the route of the proposed 132kV underground cables (replacing the W Route) and the route of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B)

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Photograph F1.18 Part 1: Existing view from a footpath (along the disused railway) within Portbury Wharf Nature Reserve near the parking area on Sheepway, looking northwest and north towards the W Route and the F Route and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) and 132kV underground cables (replacing the W Route) proposed closer in the view



Photograph F1.18 Part 2: Existing view from a footpath within Portbury Wharf Nature Reserve near the parking area on Sheepway, looking north and northeast towards the W Route, the F Route and the BW Route between field boundary trees, and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) and 132kV underground cables (replacing the W Route) proposed closer in the view

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Photograph F1.19 Part 1: Existing view from a footpath within Portbury Wharf Nature Reserve looking northwest towards the W Route and the F Route and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) proposed closer in the view



Photograph F1.19 Part 2: Existing view from a footpath within Portbury Wharf Nature Reserve near the parking area on Sheepway, looking north and northeast towards the W Route, the F Route and the BW Route between field boundary trees, and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) and 132kV underground cables (replacing the W Route) proposed closer in the view

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Photograph F1.20 Part 1: Existing view from a footpath within Portbury Wharf Nature Reserve looking southwest towards the W Route and the F Route (screened by intervening trees), and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B). The W Route and the F route on Tickenham Ridge are visible from this footpath further south, and in the view south



Photograph F1.20 Part 2: Existing view from a footpath within Portbury Wharf Nature Reserve looking west and northwest towards the W Route and the F Route (partly screened by intervening trees), and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) beyond intervening hedgerow and trees



Photograph F1.21: Existing view from a footpath within Portbury Wharf Nature Reserve near a parking area on Wharf Lane looking southwest towards the W Route and the F Route partly visible above intervening hedgerow and trees, and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) closer in the view

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Photograph F1.22: Existing view from Wharf Lane (through a gap in roadside hedgerow and scrub) looking southwest and west towards the W Route and the F Route and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B)




Photograph F1.23: Existing view from a footpath within Portbury Wharf Nature Reserve, looking south and southeast along the W Route and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B)



Photograph F1.24: Existing view from a footpath within Portbury Wharf Nature Reserve, (near the edge of new housing at Portbury Wharf), looking east and south towards the F Route and the W Route running south towards Tickenham Ridge, filtered by intervening trees. The view is towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) beyond the existing overhead lines, and towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) in the distance at the foot of Tickenham Ridge

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Photograph F1.25 Existing view from a footpath within Portbury Wharf Nature Reserve (near the edge of new housing at Portbury Wharf) looking north and northeast towards the F Route and the W Route running north across the Nature Reserve, towards Portishead Substation. The view includes the route of the proposed 400kV overhead line on the Alternative Route (Option B) beyond the existing overhead lines



Photograph F1.26: Existing view from a residential road on the eastern edge of new housing at Portbury Wharf looking northeast towards the F Route and the W Route (partly filtered by intervening trees) and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) beyond



Photograph F1.27: Existing view from a footpath on the eastern edge of new housing at Portbury Wharf looking southeast towards the F Route and the W Route running across Portbury Wharf Nature Reserve and on Tickenham Ridge in the distance. The route of the proposed 400kV overhead line on the Alternative Route (Option B) is beyond the W Route. The route of the proposed 400kV overhead line on the Preferred Route (Option A) runs along the foot of Tickeham Ridge in the distance

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Photograph F1.28 Part 1: Existing view from a footpath on the eastern edge of new housing at Portbury Wharf looking southeast and south towards the F Route and the W Route running across Portbury Wharf Nature Reserve and on Tickenham Ridge. The route of the proposed 400kV overhead line on the Alternative Route (Option B) is proposed to the east of the W Route. The route of the proposed 400kV overhead line on the Preferred Route (Option A) runs along the foot of Tickenham Ridge in the distance



Photograph F1.28 Part 2: Existing view from a footpath on the eastern edge of new housing at Portbury Wharf looking northeast and east towards the F Route and the W Route running across Portbury Wharf Nature Reserve towards Portishead Substation visible on lower ground to the north. The BW Route and G Route are partly visible beyond, along with dockland cranes. The route of the proposed 400kV overhead line Alternative Route on the (Option B) is partly screened by intervening trees and shrubs



Photograph F1.29: Existing view from made ground between new housing at Portbury Wharf and Portishead Substation looking south along the F and W Route across Portbury Waharf Nature Reserve and towards these existing overhead lines on Tickenham Ridge. The view east includes the southern edge of Portishead Substation and extends along the BW Route and includes 132kV pylons on the G Route in the distance. The route of the proposed 400kV overhead line on the Alternative Route (Option B) is further east than the F Route and the W Route, and the route of the proposed 400kV overhead line on the Preferred Route (Option A) is at the foot of Tickenham Ridge in the distance

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Photograph F1.30: Existing view from PRoW LA15/15 within Portbury Wharf Nature Reserve looking southwest and west towards the W Route and the F Route and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) in the south. Portishead Substation is visible in the view west



Photograph F1.31: Existing view from PRoW LA15/15 within Portbury Wharf Nature Reserve looking east towards 132kV pylons on the BW Route and the G Route



Photograph F1.32: Existing view from the Bird Hide (at the South Pools) within Portbury Wharf Nature Reserve looking northwest towards the BW Route, the G Route and the W Route running to and from Portishead Substation



Photograph F1.33: Existing view from the Bird Hide (at the South Pools) within Portbury Wharf Nature Reserve looking south and southwest towards the W Route and the F Route running across Portbury Wharf Nature Reserve and on Tickenham Ridge, and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B) and towards the more distant route of the proposed 400kV overhead line on the Preferred Route (Option A)

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Photograph F1.34: Existing view from PRow LA15/15 adjacent to Portishead Substation looking south towards the BW Route and the W Route and towards the W Route and the F Route (and the route of the proposed 400kV overhead line) on Tickenham Ridge



Photograph F1.35 Part 1: Existing view from the Bird Hide (at the North Pools) within Portbury Wharf Nature Reserve looking northeast and east towards wind turbines, and dockland cranes and buildings



Photograph F1.35 Part 2: Existing view from the Bird Hide (at the North Pools) within Portbury Wharf Nature Reserve looking southeast towards the G Route and the BW Route, and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B)

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Photograph F1.36: Existing view from the Bird Hide (at the North Pools) within Portbury Wharf Nature Reserve looking south and southeast towards the G Route and the BW Route, and towards the proposed 400kV overhead line on the Alternative Route (Option B) beyond



Photograph F1.37: Existing view from the entrance to a school within new housing at Portbury Wharf, looking southeast towards the F Route and the W Route (and the route of the proposed 400kV overhead line) on the top of Tickenham Ridge. The route of the proposed 400kV overhead line to the southeast and east is screened by intervening residential properties. The top of two 132kV pylons are just visible above residential properties



Photograph F1.38: Existing view from the eastern edge of housing looking east towards the F Route and the W Route and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B), predominantly screened by intervening trees and scrub.



Photograph F1.39: Existing view from Conference Avenue looking southeast towards the F Route and the W Route and the route of the proposed 400kV overhead line on the top of Tickenham Ridge in the distance

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Photograph F1.40: Existing view from Cheviot Meadow looking southeast towards the F Route on Clapton Moor and towards the F Route and the W Route on the top of Tickenham Ridge. The view includes the route of the proposed 400kV overhead line on Tickenham Ridge




Photograph F1.41: Existing view from Cheviot Meadow looking southeast towards the F Route and the W Route and the route of the proposed 400kV overhead line predominantly screened by intervening trees



Photograph F1.42: Existing view from The Portbury Hundred (near the roundabout) looking southeast south towards the F Route and the W Route running across Clapton Moor, adjacent to The Portbury Hundred and on Tickenham Ridge. The view includes the route of the proposed 400kV overhead line on Tickenham Ridge and north of the M5 motorway

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Photograph F1.43: Existing view from National Cycle Route 26 (running south towards Sheepway) looking south towards the F Route and the W Route on Tickenham Ridge (in the channelled glimpsed view above intervening hedgerow) and towards the route of the proposed 400kV overhead line on Tickenham Ridge



Photograph F1.44: Existing view from Moor Gate looking southeast towards the F Route (glimpsed above and through a gap in intervening hedgerow on Sheepway) and towards the route of the proposed 400kV overhead line with screening by intervening mature hedgerow



Photograph F1.45: Existing view from PRow LA15/13 looking south along this bridleway with views enclosed by mature trees and scrub

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Photograph F1.46: Existing view from PRoW LA15/13 looking northeast and east towards the F Route and the W Route and towards the route of the proposed 400kV overhead line on the Alternative Route (Option B)




Photograph F1.47 Part 1 Existing view from PRoW LA15/13 looking southwest and east towards the F Route (passing over this PRoW), towards the F Route and the W Route running across Tickenham Ridge and across Clapton Moor, and towards the route of the proposed 400kV overhead line



Photograph F1.47 Part 2: Existing view from PRoW LA15/13 looking east and northeast towards the W Route running across Clapton Moor, and towards the route of the proposed 400kV overhead line. The F Route is glimpsed in the view north

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Photograph F1.48: Existing view from PRow LA15/13 looking southeast towards the W Route and both routes of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B) above intervening trees and hedgerow. The W Route is backgrounded by Prior’s Wood on Tickenham Ridge



Photograph F1.49: Existing view from PRow LA15/13 looking northeast towards the W Route and the route of the proposed 400kV overhead line on the Alternative Route (Option B) above intervening trees

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Photograph F1.50 Part 1: Existing view from PRow LA15/13 looking southeast towards the W Route on Tickenham Ridge and north of Caswell Lane, and towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B). The W Route is partly filtered and screened by trees in the foreground



Photograph F1.50 Part 2: Existing view from PRow LA15/13 looking south towards the F Route and W Route on Tickenham Ridge and the F Route running north, and towards the route of the proposed 400kV overhead line on Tickenham Ridge



Photograph F1.51: Existing view from PRow LA15/13 looking east towards the W Route and the route of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B).

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Photograph F1.52: Existing view from Caswell Lane looking northwest towards the F Route running north towards Portishead Substation in the distance, partly backgrounded by Portishead Ridge



Photograph F1.53: Existing view from Caswell Lane adjacent to a property entrance looking north towards the F Route running north towards Portishead Substation in the distance



Photograph F1.54: Existing view from Caswell Lane looking north towards the F Route, and looking northeast towards the upper part of the W Route partly in the distance above intervening trees. The view includes the route of the proposed 400kV overhead line on the Alternative Route (Option B) in the vicinity of the W Route perceptible in the distance



Photograph F1.55: Existing view from Caswell Lane looking northeast towards the F Route. The view is channelled by roadside hedgerows and extends towards the W Route and the route of the proposed 400kV overhead line on the Alternative Route (Option B) in the distance across Clapton Moor and Portbury Wharf Nature Reserve

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Photograph F1.56: Existing view from Regional Cycle Route 10 Avon Cycleway on Caswell Lane looking north and northeast towards the F Route, W Route and the route of the proposed 400kV overhead line on the Alternative Route (Option B) in the distant view across Clapton Moor




Photograph F1.57: Existing view from PRow LA5/1 looking northeast towards the F Route running north of the M5 motorway into the Gordano Valley and across Clapton Moor towards Portishead Substation in the distance. The W Route and the route of the proposed 400kV overhead line on the Alternative Route (Option B) are distant in the wide panoramic view, which also includes cranes and warehouses at The Royal Portbury Dock



Photograph F1.58: Existing view from The Gordano Round long distance route (running along the road bridge over the M5 motorway) looking northeast towards the F Route and W Route running north, and towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B) beyond. The view includes wind turbines, dockland cranes, warehouses and tall buildings visible beyond the M5 motorway and the existing overhead lines, and includes development at Portishead. The Severn Bridge is perceptible in the far distance

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