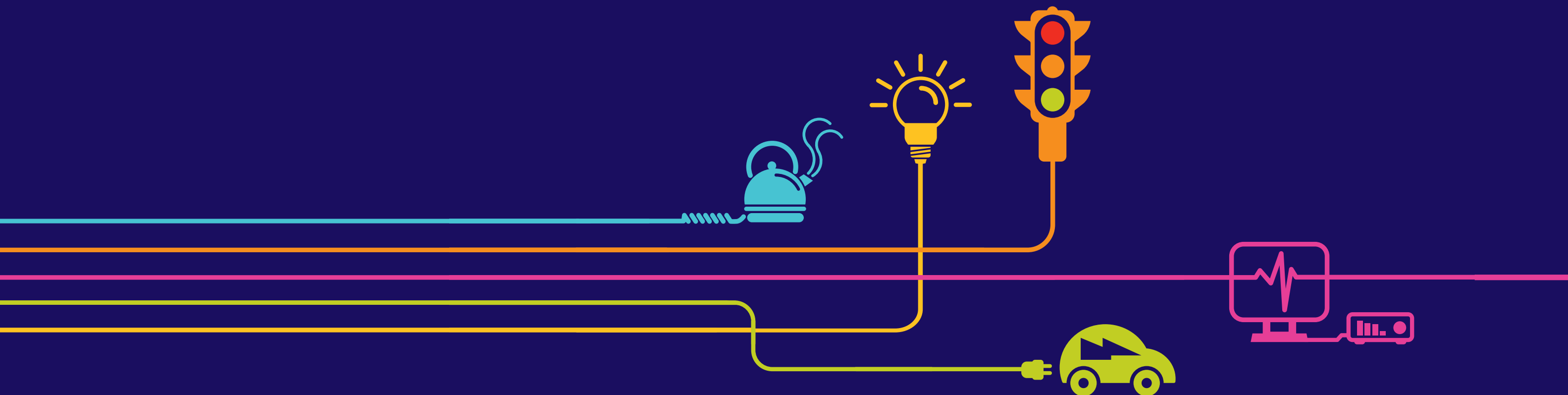


Environmental Statement Visual Effects Figures 7.12 to 7.13

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

5.7.3 – Visual Effects – Figures (orange highlight indicates the contents of this Volume)

Figure	Title
Volume 5.7.3.1	
7.1	Zone of Theoretical Visual Influence
7.2	Visual Receptors within 1km
Volume 5.7.3.2	
7.3	Long Distance Routes within 3km and Valued Views beyond 3km
7.4	Sequential and Representative Visual Receptors beyond 1 and 3km
Volume 5.7.3.3	
7.5	Photograph Viewpoint Locations within 1km
7.6	Section A: Photographs of Existing Views within 1km
Volume 5.7.3.4	
7.7	Section B: Photographs of Existing Views within 1km
Volume 5.7.3.5	
7.8	Section C: Photographs of Existing Views within 1km
7.9	Section D: Photographs of Existing Views within 1km
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7.10	Section E: Photographs of Existing Views within 1km
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7.13	Photograph Viewpoint Locations between 1 and 3km
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7.15	Sections A: Photographs of Existing Views between 1 and 3km and beyond 3km
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Volume 5.7.3.10	
7.18	Section D: Photographs of Existing Views between 1 and 3km and beyond 3km
7.19	Section E: Photographs of Existing Views between 1 and 3km and beyond 3km
7.20	Section F: Photographs of Existing Views between 1 and 3km and beyond 3km
7.21	Section G: Photographs of Existing Views between 1 and 3km and beyond 3km
7.22	Visual Receptors within 1km: Hinkley Line Entries
7.23	Sequential and Representative Visual Receptors between 1 and 3km and Valued Views beyond 3km: Hinkley Line Entries
7.24	Photograph Viewpoint Locations within 1km: Hinkley Line Entries
Volume 5.7.3.11	
7.25	Photographs of Existing Views within 1km: Hinkley Line Entries

Figure	Title
7.26	Photograph Viewpoint Locations between 1 and 3km and beyond 3km: Hinkley Line Entries
7.27	Photographs of Existing Views between 1 and 3km and beyond 3km: Hinkley Line Entries
7.28	Significance of Visual Effects on Receptors within 1km during Construction
Volume 5.7.3.12	
7.29	Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during Construction
Volume 5.7.3.13	
7.30	Significance of Visual Effects on Receptors within 1km during Operation
7.31	Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during Operation
Volume 5.7.3.14	
7.32	Bridgwater Tee CSE Compound – Landscape Mitigation and Detailed Planting Plans
7.33	South of Mendip Hills 400kV CSE Compound – Landscape Mitigation and Detailed Planting Plans
7.34	River Axe Cable Bridge Option – Landscape Mitigation and Detailed Planting Plan
7.35	Sandford 400kV/132kV Substation - Landscape Mitigation and Detailed Planting Plans
7.36	Towerhead Brook Bridge - Landscape Mitigation and Detailed Planting Plan
7.37	Significance of Visual Effects on Receptors within 1km during Construction: Hinkley Line Entries
7.38	Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during Construction: Hinkley Line Entries
7.39	Significance of Visual Effects on Receptors within 1km on Completion: Hinkley Line Entries
7.40	Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km on Completion: Hinkley Line Entries

Figure 7.12 - Section G: Photographs of Existing Views within 1km



Photograph G1.1: Existing view from Portbury Way looking northwest towards the BW Route, G Route and the proposed route of the 400kV overhead line on the Alternative Route (Option B) clearly visible as it crosses a car storage depot, becoming screened by trees and backgrounded by Portishead Ridge as the proposed route heads south towards Tickenham Ridge.



Photograph G1.2: Existing view from the junction at Portbury Way and Banyard Road looking south towards the proposed route of the 400kV overhead line on the Preferred Route (Option A) visible above commercial buildings and Tickenham Ridge in the distance



Photograph G1.3: Existing view from National Cycle Route 26 looking west along the proposed route of the 400kV overhead line on the Preferred Route (Option A)

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Title NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.7.3					
SECTION G: PHOTOGRAPHS OF EXISTING VIEWS WITHIN 1KM					

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Photograph G1.4: Existing view from the junction at Redland Road and Marsh Lane looking south towards the proposed route of 400kV overhead line on the Alternative Route Option B and G Route and BW Route in the foreground visible as they cross Marsh Lane becoming screened by boundary scrub and trees to the east and west. The proposed route of the 400kV overhead line on the Preferred Route (Option A) is also visible in the distance although backgrounded by Tickenham Ridge and trees



Photograph G1.5: Existing view from National Cycle Route 26 adjacent to the disused railway line looking northeast across industrial ground towards the BW Route, G Route and the proposed route of the 400kV overhead line on the Alternative Route (Option B) visible to the west becoming filtered by boundary trees along Marsh Lane with the proposed 400kV (special) lattice pylons crossing the River Avon just visible above trees



Photograph G1.6: Existing view from Marsh Lane on the bridge that crosses National Cycle Route 26 that runs along the disused railway line looking northeast towards the proposed route of the 400kV overhead line on both the Proposed Route Option A and the Alternative Route Option B visible as it crosses the River Avon north of the M5 motorway. The view also looks towards the proposed works on the BW Route, Preferred Route (Option A) and the G Route visible between trees

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Photograph G1.7: Existing view from Court House Farm on Marsh Lane looking northeast towards the proposed 400kV overhead line on the Preferred Route (Option A) clearly visible where it crosses Marsh Lane to the northeast becoming screened by intervening landform and trees and filtered views between trees northwest



Photograph G1.8: Existing view from Priory Road in Easton-in-Gordano looking north towards the proposed route of the 400kV overhead line, G Route, BW Route and the M5 motorway where they cross the River Avon visible in the skyline above residential properties and intervening trees



Photograph G1.9: Existing view from Eastern-in-Gordano Football Club football pitch looking north towards the proposed route of the 400kV overhead line, G Route and BW Route with the proposed 400kV (special) lattice pylons crossing the River Avon visible on the skyline above residential properties. Further west both routes of the proposed 400kV overhead line Preferred Route (Option A) and Alternative Route (Option B) are heavily screened by trees

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Photograph G1.10: Existing view at the junction of Priory Road and Gordano Gardens looking northwest towards the proposed route of the 400kV overhead line on the Preferred Route (Option A) with the tops of pylons visible above residential properties and trees and infrastructure at the Royal Portbury Docks in the distance



Photograph G1.11: Existing view at the northern end of Beechwood Road looking northwest towards the proposed route of the 400kV overhead line on the Preferred Route (Option A) and the Alternative Route (Option B), BW Route and the G Route with views screened by boundary trees and the embankment along the M5 motorway in the foreground



Photograph G1.12: Existing view looking east along National Cycle Route 41 towards the proposed route of the 400kV overhead line on the Preferred Route (Option A) with the view heavily screened by trees in the foreground and the embankment of the M5 motorway with potential for a clearer view to the north in a gap between trees

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Photograph G1.13: Existing view from National Cycle Route 41 looking north towards the River Avon, M5 motorway, G Route, BW Route and the proposed route of the 400kV overhead line with industry at Avonmouth in the distance. The proposed route of the 400kV overhead line is slightly further north of the BW Route and G Route as it crosses the River Avon but will become screened by trees in the foreground as the proposed route goes northwest



Photograph G1.14: Existing view from Marine Parade (also Summits of Somerset and Avon long distance route) on the south bank of the River Avon in Pill looking northwest towards the M5 motorway, G Route, BW Route and the proposed route of the 400kV overhead line where they cross the River Avon. The view towards Avonmouth Dock and the proposed 400kV overhead line is un-obstructed whereas west is screened by residential properties and east by intervening landform and trees

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Photograph G1.15 Part 1: Existing view from Severn Way long distance route looking northwest towards the M5 motorway bridge over the River Avon, the BW Route and G Route and the route of the proposed 400kV overhead line visible crossing the river and towards Royal Portbury Docks in the distance, on the Preferred Route (Option A) heading southwest screened by trees and embankment and on the Alternative Route (Option B) heading northwest following G Route



Photograph G1.15 Part 2: Existing view from Severn Way long distance route looking north towards the M5 motorway bridge over the River Avon, the BW Route and G Route and the route of the proposed 400kV overhead line with pylon bases screened by shrubs in the foreground becoming screened with distance to the north



Photograph G1.16: Existing view from Grove Leaze looking northwest towards the M5 motorway bridge over the River Avon, the BW Route, G Route and the route of the proposed 400kV overhead line

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Photograph G1.17: Existing view from Barlow Hill Crescent looking north with partial views of the BW Route, G Route and the route of the proposed 400kV overhead line between residential properties and urban vegetation




Photograph G1.18: Existing view from St Mary's Road looking northwest towards the M5 motorway bridge over the River Avon, the BW Route, G Route and the route of the proposed 400kV overhead line



Photograph G1.19: Existing view at the junction of the A4 (Portway) and West Town Road looking northwest towards the BW Route, G Route and the route of the proposed 400kV overhead line in the distance with the M5 motorway supports in the foreground

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Photograph G1.20 Existing view from Beachley Walk near PRow BCC/05/10 looking northwest towards the BW Route, G Route and proposed route of the 400kV overhead line visible over residential propoerties and intervening trees with Avonmouth docks in the distance



Photograph G1.21: Existing view from Lower High Street, opposite Barrack Lane, looking north towards the BW Route, G Route and the route of the proposed 400kV overhead line visible above buildings and vegetation



Photograph G1.22 Existing view from The Been Acre (residential road) looking north with Avon Primary School in the foreground towards the BW Route, G Route and proposed route of the 400kV overhead line partially screened by trees.

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Photograph G1.23 Part 1: Existing view from National Cycle Route 41 looking northwest towards the BW Route and G Route between gaps in the foreground hedgerow and over trees and buildings distance.



Photograph G1.23 Part 2: Existing view from National Cycle Route 41 looking north towards the BW Route partially screened by trees to the west, with the tops of the pylons on the G Route visible above the intervening trees and landform



Photograph G1.24: Existing view from National Cycle Route 41 looking west towards the BW Route and G Route and the M5 motorway partially screened by intervening trees and screened by landform to the north

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Photograph G1.25: Existing view from National Cycle Route 41 looking southwest towards the BW Route and G Route but both screened by vegetation



Photograph G1.26: Existing view from National Cycle Route 41 looking west towards the BW Route and G Route but both screened by landform and vegetation



Photograph G1.27: Existing view from National Cycle Route 41 looking north towards the BW Route and G Route but both screened by landform and vegetation apart from a BW Route tower, being just visible above the fence to the east

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Photograph G1.28: Existing view from Avonmouth Road looking southwest towards the BW Route, G Route and the proposed 400kV overhead line between residential properties



Photograph G1.29: Existing view from residential road adjacent to the A4 Portway looking northwest towards the BW Route and G Route. The BW Route is prominent adjacent to the M5 motorway whereas the G Route has a heavily filtered view from this location



Photograph G1.30: Existing view from Portview Road opposite the entrance to Avon Gorge industrial estate looking southwest along the BW Route and G Route towards the proposed route of the 400kV overhead line visible to the southwest and northwest

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Photograph G1.31: Existing view from Catherine Street opposite Four Villages Children Centre looking west towards the G Route and the proposed route of the 400kV overhead line partially screened by intervening trees and two storey buildings



Photograph G1.32: Existing view from Marsh Street looking southeast towards the G Route and the BW Route visible above buildings and vegetation



Photograph G1.33: Existing view from the junction of the A4 Portway and Avonmouth Road (B4054) looking southeast towards the G Route and the BW Route visible above buildings and vegetation

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Photograph G1.34: Existing view from B4054 Avonmouth Road looking southeast towards the G Route and the BW Route visible above buildings and vegetation



Photograph G1.35: Existing view from Atlantic Road looking southeast towards a pylon supporting the G Route with the BW Route in the background visible above vegetation



Photograph G1.36: Existing view from Atlantic Road looking east towards the G Route and BW Route visible above commercial buildings and vegetation

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Photograph G1.37: Existing view from Poole Street looking southwest towards the G Route visible above buildings and vegetation. The route of the proposed 400kV overhead line visible above industrial buildings on Portview Road



Photograph G1.38: Avonmouth Road looking southeast towards G Route and BW Route. The G Route is visible on the skyline whereas the BW Route is backgrounded by landform in the distance



Photograph G1.39: Existing view from Collins Street looking southwest towards the route of the proposed 400kV overhead line screened by buildings in the foreground but visible above trees in the distance




Photograph G1.40: Existing view from Portview Road looking south towards the route of the proposed 400kV overhead line, the G Route and BW Route visible above vegetation and buildings



Photograph G1.41: Existing view from Portview Road looking southwest towards the route of the proposed 400kV overhead line, visible above residential properties and trees in the foreground

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Photograph G1.42: Existing view from Napier Road looking southwest towards the route of the proposed 400kV overhead line, prominently visible in front of the industrial buildings that form part of Avonmouth Docks above trees in the foreground



Photograph G1.43: Existing view Portview Road adjacent to railway line looking southeast towards the proposed route of 400kV overhead line visible above the railway line boundary wall



Photograph G1.44: Existing view from Gloucester Road, looking southeast towards the proposed route of the 400kV overhead line visible above buildings and vegetation in the foreground and the G Route visible, where it crosses the River Avon, above vegetation in the distance

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Photograph G1.45: Existing view from Clayton Street in Avonmouth looking southwest towards Avonmouth Dock



Photograph G1.46: Existing view from play area between Napier Square and King Street in Avonmouth, looking west towards Avonmouth Docks



Photograph G1.47: Existing view from Gloucester Road, near to level crossing, looking southwest towards the route of the proposed 400kV overhead line visible above industrial infrastructure to the south, residential properties to the northwest and intervening vegetation in the foreground

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Photograph G1.48: Existing view from Kings Road looking west towards the proposed route of the 400kV overhead line visible in front of industrial buildings that form part of Avonmouth Docks



Photograph G1.49: Existing view from McLaren Road, looking south towards the proposed route of the 400kV overhead line visible in the distance above buildings and vegetation



Photograph G1.50: Existing view from St. Andrews Road near the junction with Avonmouth Road, looking towards the G Route and the route of the proposed 400kV overhead line visible where they cross the River Avon above buildings and vegetation

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Photograph G1.51: Existing views from Jubilee Way looking southeast to northwest towards the proposed route of the 400kV overhead line visible to southeast above commercial buildings and vegetation



Photograph G1.52: Existing view from Third Way, opposite MAN Bristol commercial property looking southwest towards the proposed route of the 400kV overhead line prominently visible as the proposed route passes to the rear of MAN Bristol



Photograph G1.53: Existing view from Avonmouth Way, adjacent to Richmond House, looking southeast towards the G Route and the BW Route visible above commercial buildings and trees. Works at Avonmouth substation are screened by trees and buildings at this location

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Photograph G1.54 Part 1: Existing view from Second Way, adjacent to Arco, looking southwest along the G Route, which passes overhead, with the M5 motorway visible in the foreground and the pylons that cross the River Avon visible in the distance



Photograph G1.54 Part 2: Existing view from Second Way, adjacent to Arce, looking north towards pylon base supporting the G Route, which passes overhead and the proposed route of the 400kV overhead line visible in the distance above commercial buildings and trees

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Photograph G1.55 Part 1: Existing view from Avonmouth Way looking west towards the G Route and the route of the proposed 400kV overhead line visible above the vegetation in the foreground. The proposed route of the 132kV underground cable will be visible between gaps in the hedgerow in the field adjacent to Avonmouth Way



Photograph G1.55 Part 2: Existing view from Avonmouth Way looking northwest towards the G Route and the route of the proposed 400kV overhead line visible above the vegetation in the foreground. The proposed route of the 132kV underground cable will be visible between gaps in the hedgerow in the field adjacent to Avonmouth Way



Photograph G1.56: Existing view from Kings Weston Lane looking southeast towards the G Route, the proposed route of the 400kV overhead line and the BW Route with Kings Weston Hill and Limekiln Wood in the distance provided backgrounding for bases of pylons on the BW Route. The proposed route of the 400kV overhead line will be predominantly visible to the east as is the wind turbine at the sewage treatment works becoming partially screened trees to the southwest

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Photograph G1.57 Part 1: Existing view from the Severn Way long distance route (also Summits of Somerset and Avon and National Cycle Route 41) looking northeast to southeast towards the route of the proposed 400kV overhead line and BW Route. The G Route is overhead at this viewpoint, while there are also some views of the BW Route framed by vegetation




Photograph G1.57 Part 2: Existing view from the Severn Way long distance route (also Summits of Somerset and Avon and National Cycle Route 41) looking southeast to southwest towards the route of the proposed 400kV overhead line and BW Route. The G Route is overhead at this viewpoint, while there are also some views of the BW Route framed by vegetation



Photograph G1.58: Existing view from the Severn Way long distance route (also Summits of Somerset and Avon and National Cycle Route 41) looking northwest towards the BW Route, route of the proposed 400kV overhead line, G Route and the M49 Motorway. All overhead lines have uninterrupted views from this location as do the wind turbines at the sewage treatment works. The proposed route of the 132kV underground cables from Avonmouth substation can be seen across fallow land between the M5 and M49 Motorways

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Photograph G1.59: Existing view from the Severn Way long distance route (also Summits of Somerset and Avon and National Cycle Route 41) looking northwest towards the BW Route, route of the proposed 400kV overhead line and G Route. There is a heavily filtered view by trees and scrub along the long distance route with only the tops of the BW Route towers visible as well as the wind turbines at the sewage treatment works



Photograph G1.60: Existing view from Lawrence Weston Road (also the Severn Way, Summits of Somerset and Avon long distance routes and National Cycle Route 41) looking north towards the BW Route and the route of the proposed 400kV overhead line visible in the distance above the tree line, but screened from view by residential properties and foreground vegetation to the west and east



Photograph G1.61: Existing view from Long Cross and National Cycle Route 41 looking northwest between St. Bede's Catholic College and residential properties towards the BW Route, G Route and the proposed route of the 400kV overhead line with a heavily filtered view by trees both in the distance and foreground.



Photograph G1.62: Existing view from the Severn Way long distance route (also Summits of Somerset and Avon and National Cycle Route 41) looking southeast towards the route of the proposed 400kV overhead line. There are also some limited views of the BW Route above commercial buildings and vegetation

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Photograph G1.63: Existing view from National Cycle Route 41 looking southeast towards the route of the proposed 400kV overhead line. The view also looks in the direction of the G Route and BW Route, however they are obscured by vegetation



Photograph G1.64: Existing view from PRow BCC/522/20 near to West House Farm looking northeast towards the route of the proposed 400kV overhead line, with the G Route and BW Route further in the distance visible above the tops of trees that are along field boundaries



Photograph G1.65: Existing view from PRow BCC/552/20 near to West House Farm looking southeast across Hallen Marsh towards the route of the proposed 400kV overhead line, with the G Route and BW Route visible above vegetation and partially backgrounded by landform in the distance

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Photograph G1.66: Existing view from PRow BCC/4/10 looking southeast towards the route of the proposed 400kV overhead line, G Route and BW Route visible above vegetation and commercial buildings to the south. Tower bases are backgrounded by landform in the distance



Photograph G1.67: Existing view from bridge over M49 looking south towards the G Route and BW Route to the left of the motorway. The route of the proposed 400kV overhead line would be visible to the right of the motorway



Photograph G1.68: Existing view from bridge over M49 looking north towards the G Route and BW Route to the right of the motorway. The proposed 400kV overhead line would be visible to the left of the motorway

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Photograph G1.69: Existing view from Moorhouse Lane looking west towards the BW Route, G Route and the route of the proposed 400kV overhead line which are not visible due to screening by trees and vegetation



Photograph G1.70: Existing view from Hi-Ways Park off Moorhouse Lane looking northwest towards the BW Route, G Route and the route of the proposed 400kV overhead line which are not visible due to screening by trees and vegetation



Photograph G1.71: Existing view near to Hallen Village Hall and Recreation Centre looking west and north towards the BW Route, G Route with the route of the proposed 400kV overhead line further in the view visible above field boundary trees and hedgerows

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Photograph G1.72: Existing view from PRow OAY/101 near Hallen, looking west towards the BW Route, G Route and the route of the proposed 400kV overhead line partially visible in gaps between field boundary hedgerows and scrub. A rise in the land to the west screens the majority of the view with only the tops of towers visible



Photograph G1.73: Existing view from PRow OAY/101 near Stowick Farm, looking southwest and northwest towards the BW Route, G Route and the route of the proposed 400kV overhead line visible against the skyline becoming heavily filtered by intervening trees to the northwest



Photograph G1.74: Existing view from PRow OAY/101 near Stowick Farm, looking southwest towards the BW Route, G Route and the route of the proposed 400kV overhead line further in the view. Where the overhead lines pass over the the PRow the view is undisturbed, whereas the route of the proposed route of the 400kV overhead line is partially screened by trees, hedgerows and scrub



Photograph G1.75: Existing view from PRow OAY/101, looking northwest towards the Gas Works Complex with the DA Route and 2VL Route visible in the distance above trees and intervening industrial buildings. The BW Route, G Route and route of the proposed 400kV overhead line are screened by trees and hedgerows to the southwest

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Photograph G1.76: Existing view from PRow OAY/101 near Minor’s Farm, looking northwest along the BW Route and G Route with the route of the proposed 400kV ovehead line further in the view to the southwest and Seabank to Almondsbury Route and Seabank to Tockington Route to the north. Seabank substation is screened from view by rising land on Crooks Marsh Landfill Site



Photograph G1.77: Existing view from Chittening Road A403 (also National Cycle Route 41) looking towards the proposed 400kV overhead line, the G Route and BW Route screened by trees and vegetation to the east, with a small section visible to the northeast where the overhead lines meet Seaban Substation



Photograph G1.78: Existing view from Greensplott Road in Chittening Industrial Estate looking northeast towards the route of the proposed 400kV overhead line, G Route, BW Route with Seabank to Almondsbury Route and Seabank to Tockington Tee Route further in the distance. The views are partially screened by trees and commercial buildings in the foreground with Seabank substation screened from view by intervening trees and buildings from this location

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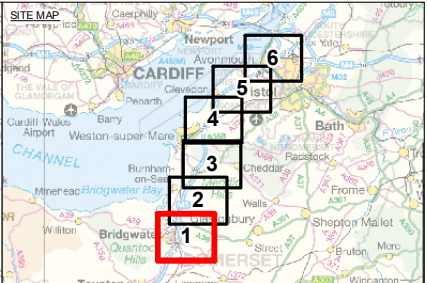
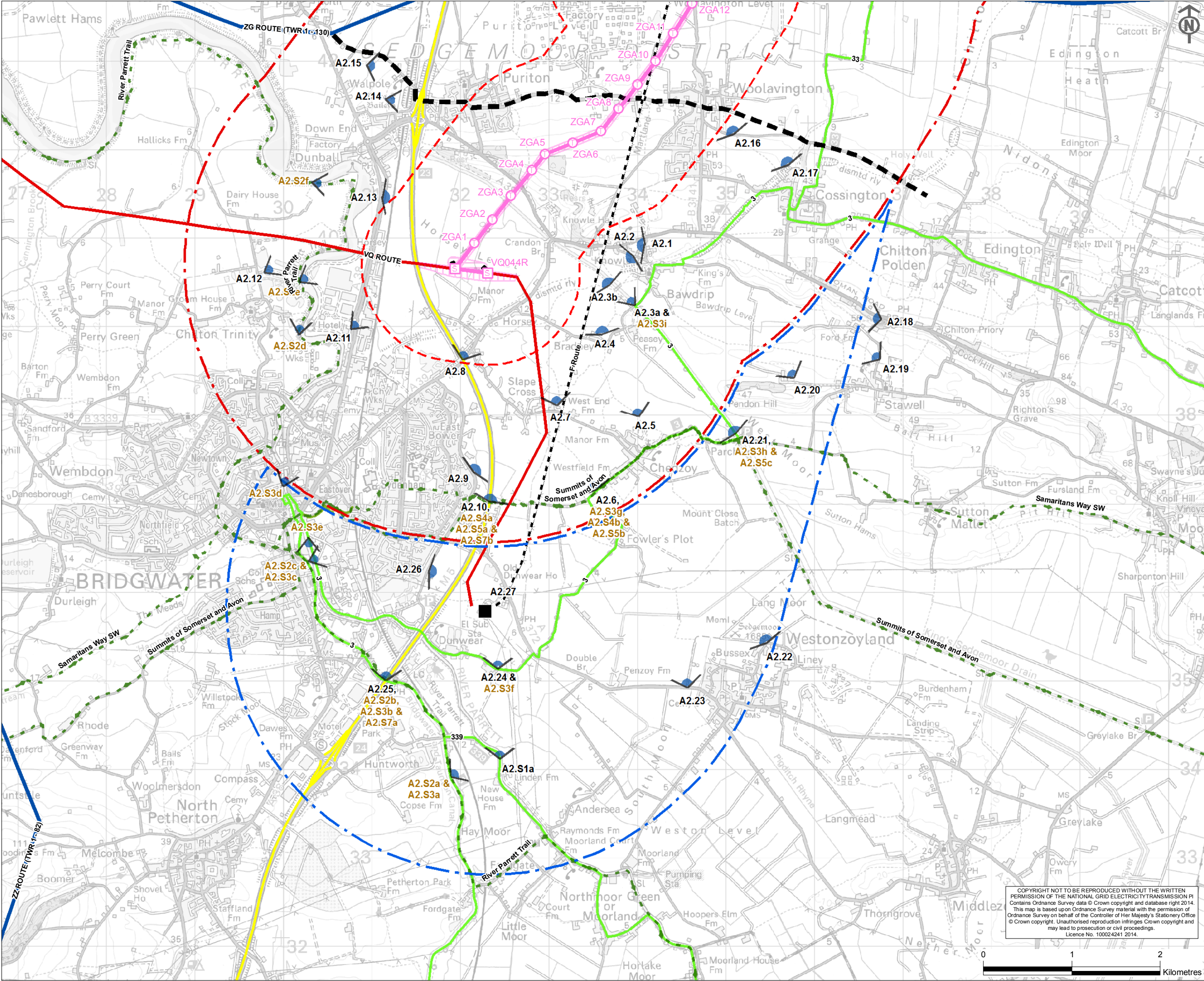
Photograph G1.79: Existing view from National Cycle Route 41 looking southeast towards the Seabank substation with the Seabank to Almondsbury Route, G Route, BW Route and proposed route of 400kV overhead line all visible above the vegetation becoming screened with distance. Seabank is screened from view by foreground shrubs and trees



Photograph G1.80: Existing view from Severn Road (A403) towards the Seabank to Tockington Tee Route, DA Route, route of the proposed 400kV overhead line, G Route and BW Route. The Seabank to Tockington Tee Route is visible above industrial buildings and vegetation although partially backgrounded by landform in the distance, whereas all other overhead lines and Seabank substation are screened from view

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Figure 7.13 - Photograph Viewpoint Locations between 1 and 3km



Key

Photograph Viewpoint Location

Long Distance Routes Photograph Viewpoint Location

Long Distance Routes

- National Long Distance Routes (PRoW)
- National Cycle Routes
- M5 Motorway

Proposed Infrastructure

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400/132kV Overhead Line Route Limits of Deviation
- Proposed 400kV Underground Cable Route Limits of Deviation
- Proposed Bridgwater Tee 400kV Cable Sealing End Compound Work Area
- 1km from the Limits of Deviation of the Proposed Development
- 3km Study Area from the Proposed Development
- 3km Study Area from the Existing 132kV Line to Bridgwater Substation (beyond 3km from Proposed Development)

Existing Infrastructure

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

Section Boundary

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

Notes

This map includes data from the following sources:

- National Grid
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- Long Distance Walkers Association
- Sustrans
- OS Open Data
- "The Gordano Round"; publication produced by North Somerset council and the Gordano Footpath Group, 2011
- "The Nailsea Round"; publication produced by Nailsea and District Footpath Group
- "The Mendip Hills & Wild Walks"; produced by the Mendip Hills AONB Service
- South Gloucestershire Council

Refer to Volume 5.7.3, Figure 7.26.1 for Representative Viewpoints and Long Distance Routes Photograph Locations within 3km

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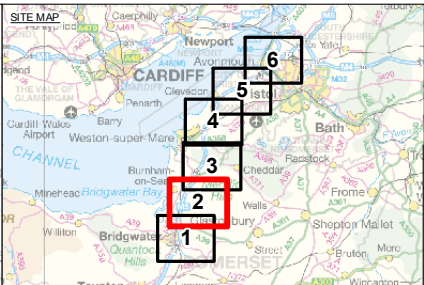
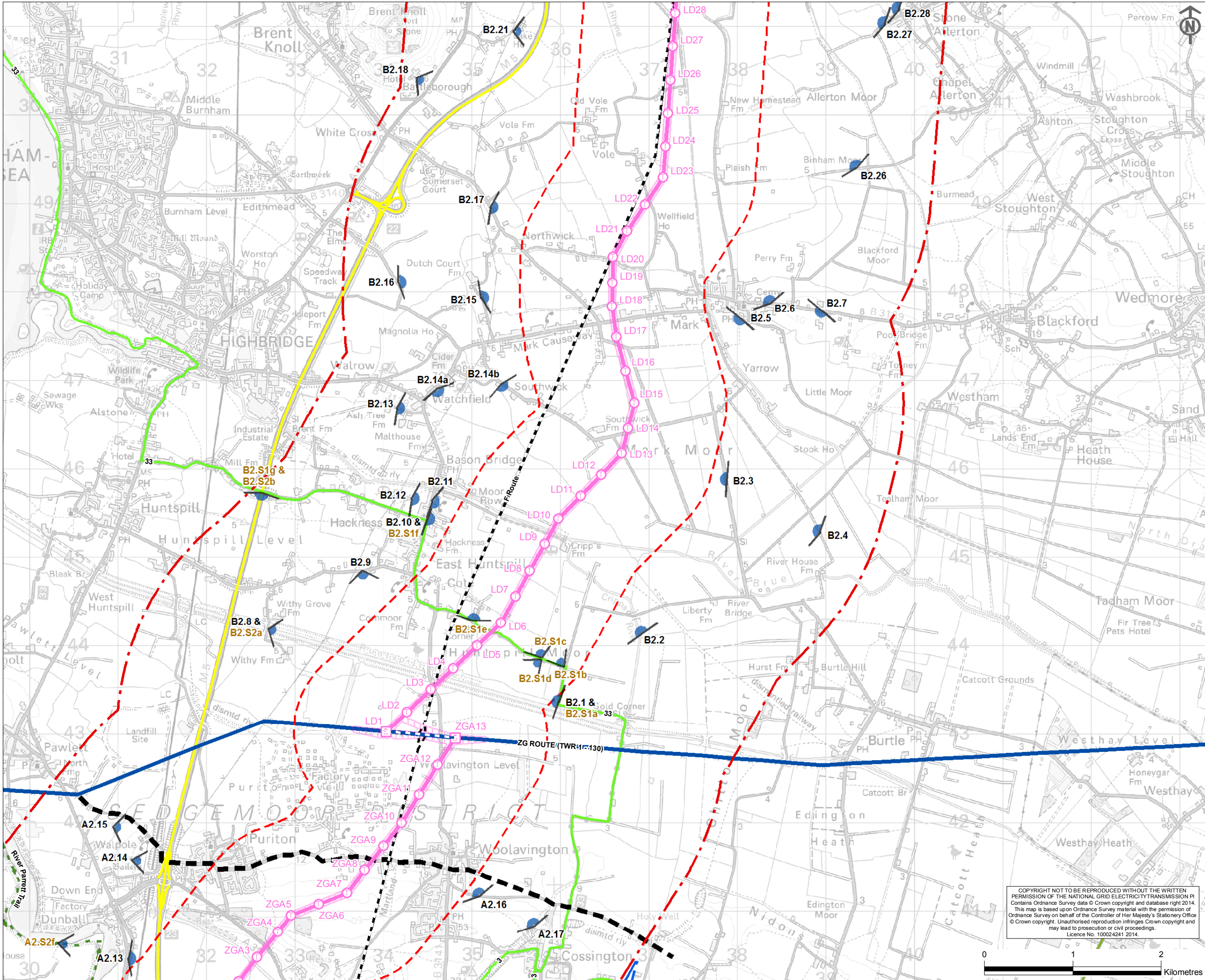
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- Key**
- Photograph Viewpoint Location
 - Long Distance Routes Photograph Viewpoint Location
 - Long Distance Routes**
 - National Long Distance Routes (PRoW)
 - National Cycle Routes
 - M5 Motorway
 - Proposed Infrastructure**
 - Proposed 400kV Standard Lattice Pylon Position
 - Proposed 400kV T-Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Proposed 400/132kV Overhead Line Route Limits of Deviation
 - 1km from the Limits of Deviation of the Proposed Development
 - 3km Study Area from the Proposed Development
 - 3km Study Area from the Existing 132kV Line to Bridgwater Substation (beyond 3km from Proposed Development)
 - Existing Infrastructure**
 - Existing 400kV Overhead Line
 - Existing 400kV Overhead line to be Removed
 - Existing Western Power Distribution Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Section Boundary**
 - Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

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Refer to Volume 5.7.3, Figure 7.26.1 for Representative Viewpoints and Long Distance Routes Photograph Locations within 3km

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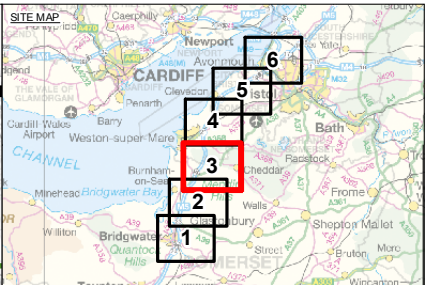
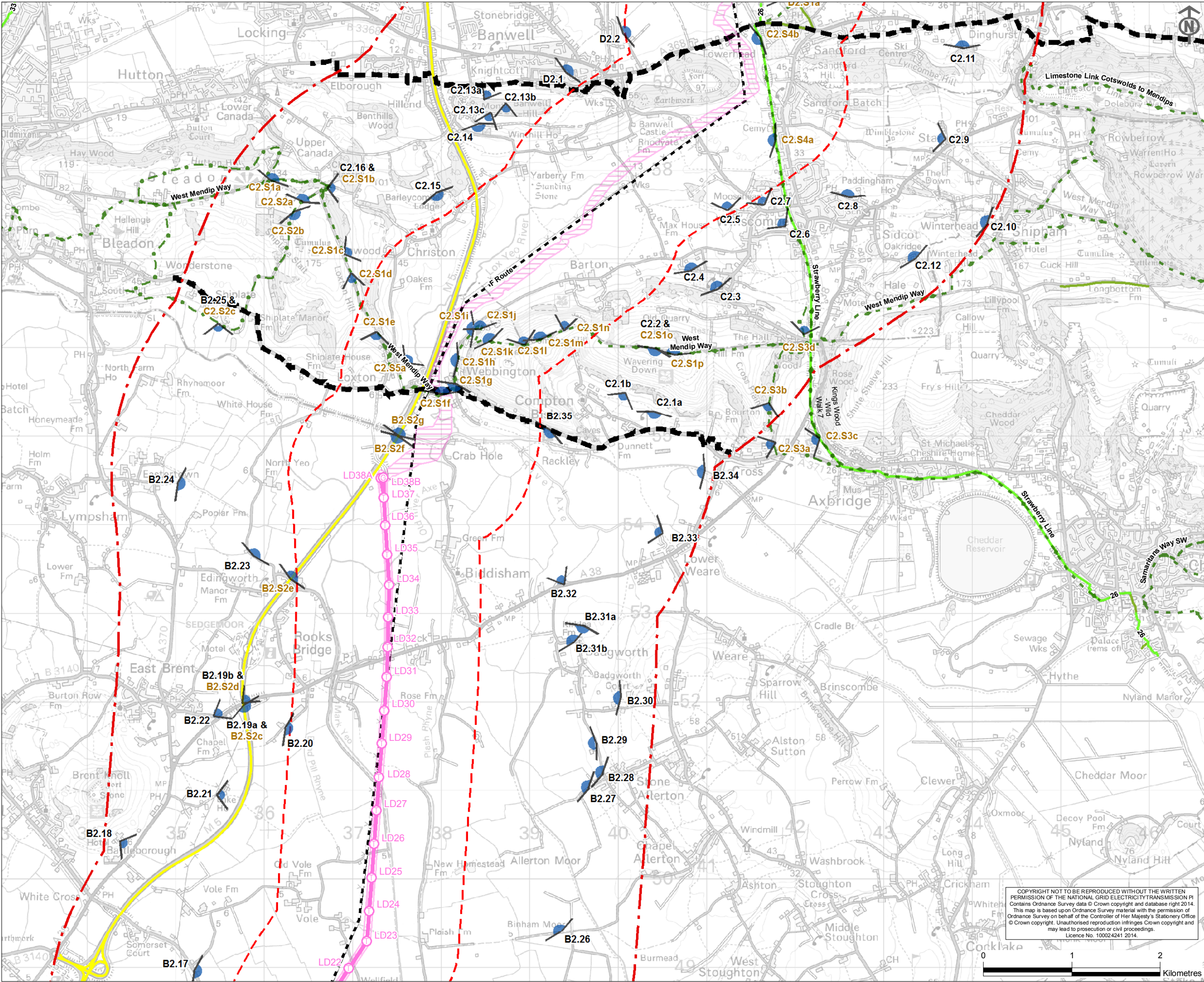
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Key

- Photograph Viewpoint Location
- Long Distance Routes Photograph Viewpoint Location
- Long Distance Routes**
 - National Long Distance Routes (PRoW)
 - Published Footpaths
 - National Cycle Routes
 - M5 Motorway
- Proposed Infrastructure**
 - Proposed 400kV "Goalposts" T-Pylon Position
 - Proposed 400kV T-Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Proposed 400/132kV Overhead Line Route Limits of Deviation
 - Proposed 400kV Underground Cable Route Limits of Deviation
 - Proposed South of the Mendip Hills 400kV Cable Sealing End Compound Work Area
 - 1km from the Limits of Deviation of the Proposed Development
 - 3km Study Area from the Proposed Development
- Existing Infrastructure**
 - Existing Western Power Distribution Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal
- Section Boundary**
 - Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

Notes

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- National Grid
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- "The Mendip Hills 8 Wild Walks", produced by the Mendip Hills AONB Service
- South Gloucestershire Council

Refer to Volume 5.7.3, Figure 7.26.1 for Representative Viewpoints and Long Distance Routes Photograph Locations within 3km

A	30/04/2014	DCO SUBMISSION	JS	CB	LH
ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D

Title

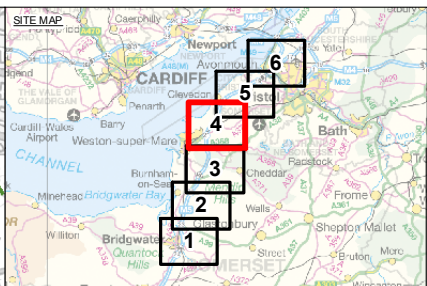
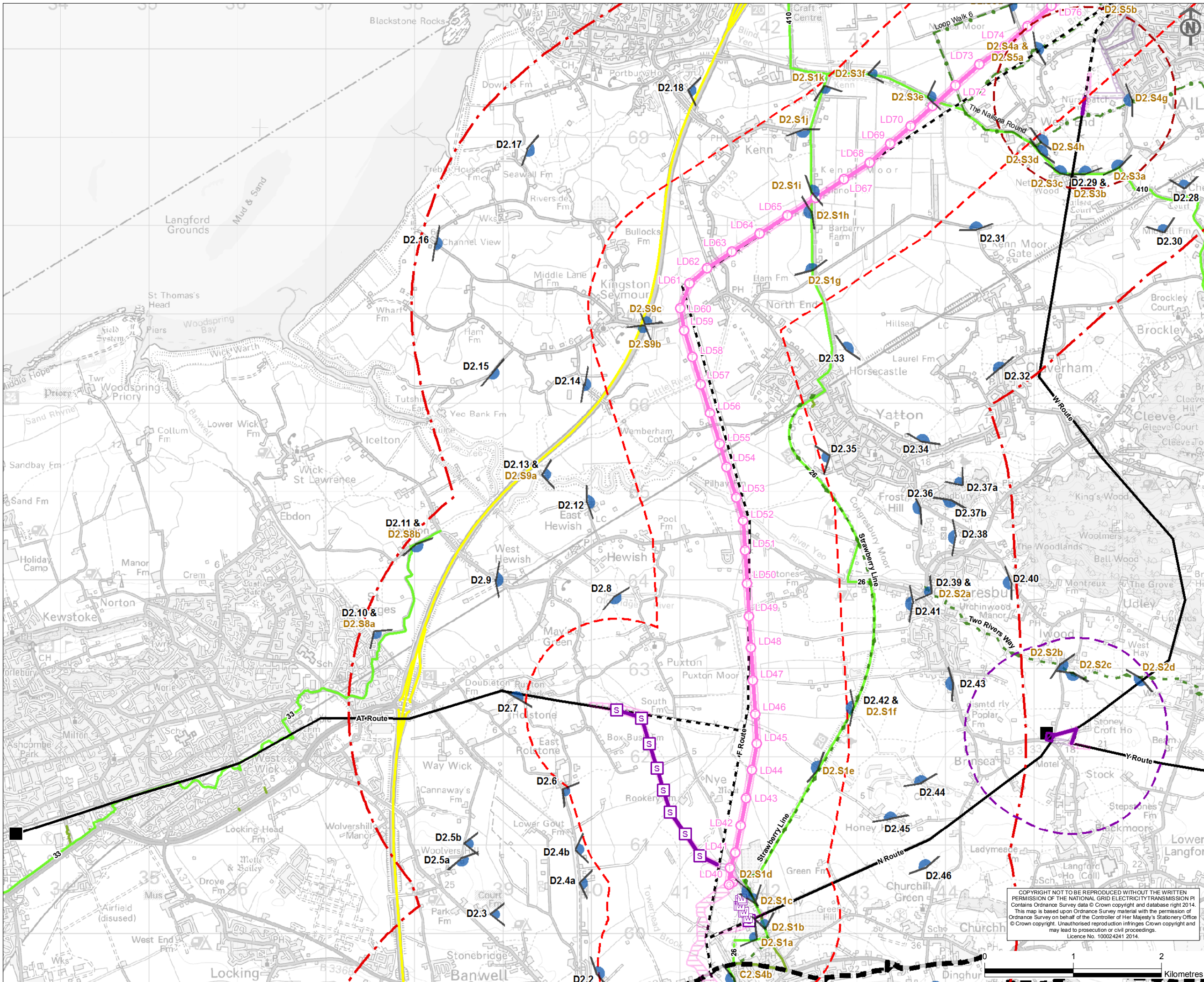
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.7.3

REPRESENTATIVE VIEWPOINTS AND
LONG DISTANCE ROUTES
PHOTOGRAPH LOCATIONS WITHIN 3KM

nationalgrid		National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA	
NG INVESTMENT No.	APPLICATION No.	GIS	
20897	EN020001	A3	
FIGURE No.	DRAWING No.	SCALE	
7.13.3	G1979.2077.3D	1:39,000	
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- Key**
- Photograph Viewpoint Location
 - Long Distance Routes Photograph Viewpoint Location
 - Long Distance Routes**
 - National Long Distance Routes (PRoW)
 - Published Footpaths
 - National Cycle Routes
 - Regional Route
 - M5 Motorway
 - Proposed Infrastructure**
 - Proposed 400kV "Goalpost" T-Pylon Position
 - Proposed 400kV T-Pylon Position
 - Proposed 132kV Standard Lattice Pylon Position
 - Proposed 132kV Wood Pole Pole Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Proposed Route for 132kV Overhead Line
 - Proposed 400/132kV Overhead Line Route Limits of Deviation
 - Proposed 400kV Underground Cable Route Limits of Deviation
 - Proposed 132kV Underground Cable Route Limits of Deviation
 - Proposed Churchill 132kV Substation Work Area
 - 1km from the Limits of Deviation of the Proposed Development
 - 1km from the Limits of Deviation of the Proposed Works at Churchill Substation
 - 1km from the Limits of Deviation of the Proposed Cable Sealing End Platform Pylon
 - 3km Study Area from the Proposed Development
 - Existing Infrastructure**
 - Existing Western Power Distribution Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation
 - Section Boundary**
 - Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

Notes

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- "The Mendip Hills & Wild Walks"; produced by the Mendip Hills AONB Service
- South Gloucestershire Council


Refer to Volume 5.7.3, Figure 7.26.1 for Representative Viewpoints and Long Distance Routes Photograph Locations within 3km

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ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D

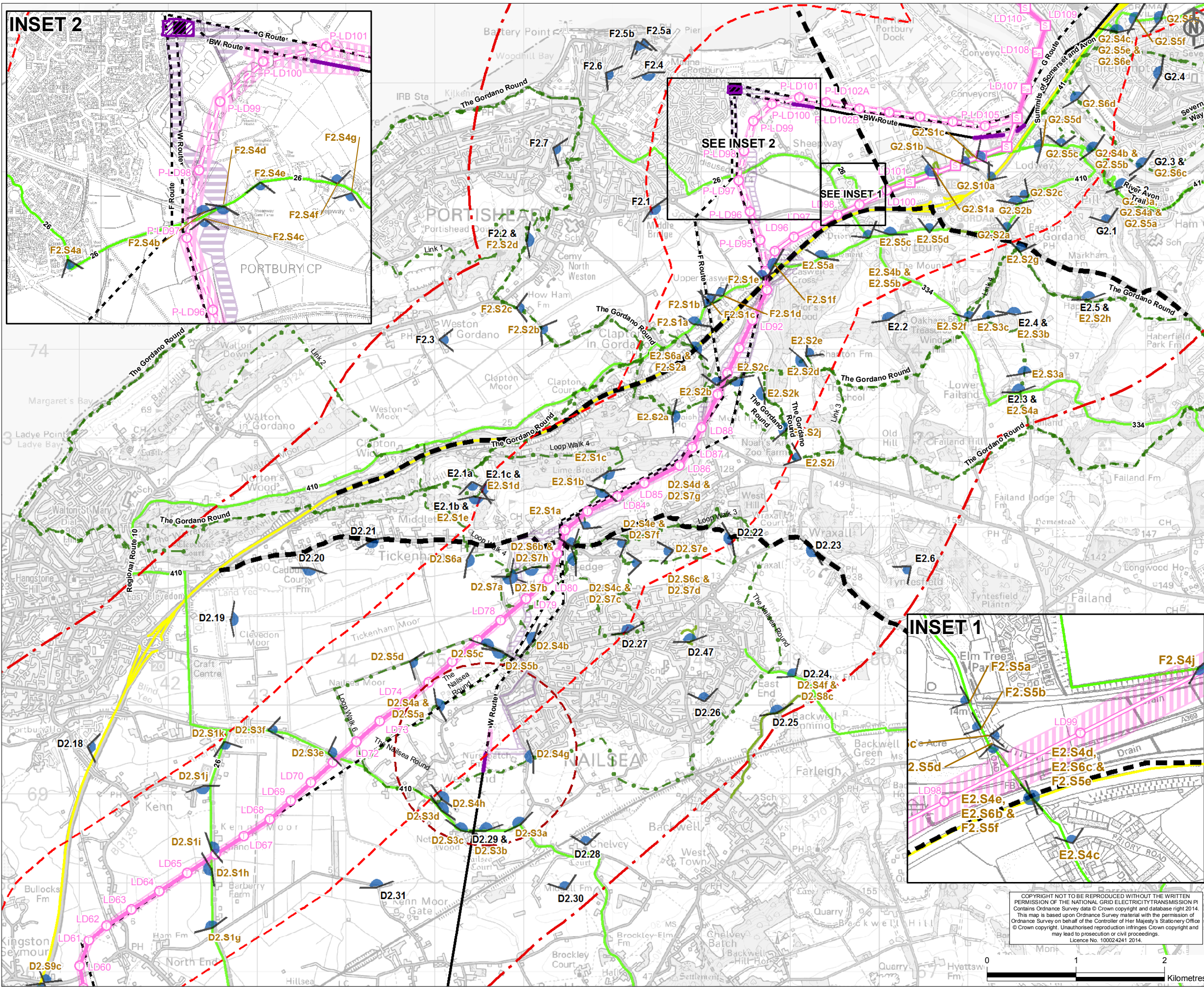
Title

NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.7.3

REPRESENTATIVE VIEWPOINTS AND
LONG DISTANCE ROUTES
PHOTOGRAPH LOCATIONS WITHIN 3KM

			
National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA			
ING INVESTMENT No.	APPLICATION No.		GIS
20897	EN020001		A3
FIGURE No.	DRAWING No.	SCALE	
7.13.4	G1979.2077.4D	1:39,000	
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Key

- Photograph Viewpoint Location
- Long Distance Routes Photograph Viewpoint Location
- Long Distance Routes**
 - National Long Distance Routes (PRoW)
 - Published Footpaths
 - National Cycle Routes
 - Regional Route
 - M5 Motorway
- Proposed Infrastructure**
 - Proposed 400kV (Special) Lattice Pylon Position
 - Proposed 400kV Standard Lattice Pylon Position
 - Proposed 400kV T-Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Preferred Route (Option A) for 400kV Overhead Line
 - Alternative Route (Option B) for 400kV Overhead Line
 - Proposed Route for 132kV Overhead Line
 - Proposed 400/132kV Overhead Line Route Limits of Deviation
 - Proposed 132kV Underground Cable Route Limits of Deviation
 - Proposed Portishead 132kV Substation Work Area
 - 1km from the Limits of Deviation of the Proposed Development
 - 1km from the Limits of Deviation of the Proposed Cable Sealing End Platform Pylon
 - 3km Study Area from the Proposed Development
- Existing Infrastructure**
 - Existing Western Power Distribution Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation
- Section Boundary**
 - Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

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- South Gloucestershire Council

Refer to Volume 5.7.3, Figure 7.26.1 for Representative Viewpoints and Long Distance Routes Photograph Locations within 3km

ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D
A	30/04/2014	DCO SUBMISSION	JS	CB	LH

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NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.7.3

REPRESENTATIVE VIEWPOINTS AND LONG DISTANCE ROUTES PHOTOGRAPH LOCATIONS WITHIN 3KM

nationalgrid
National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA

NG INVESTMENT No.	APPLICATION No.	GIS
20897	EN020001	A3

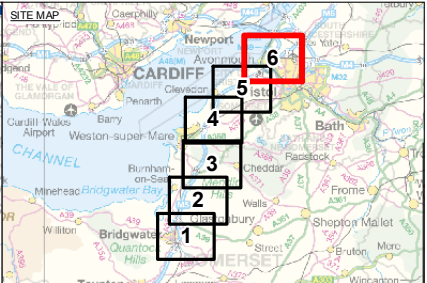
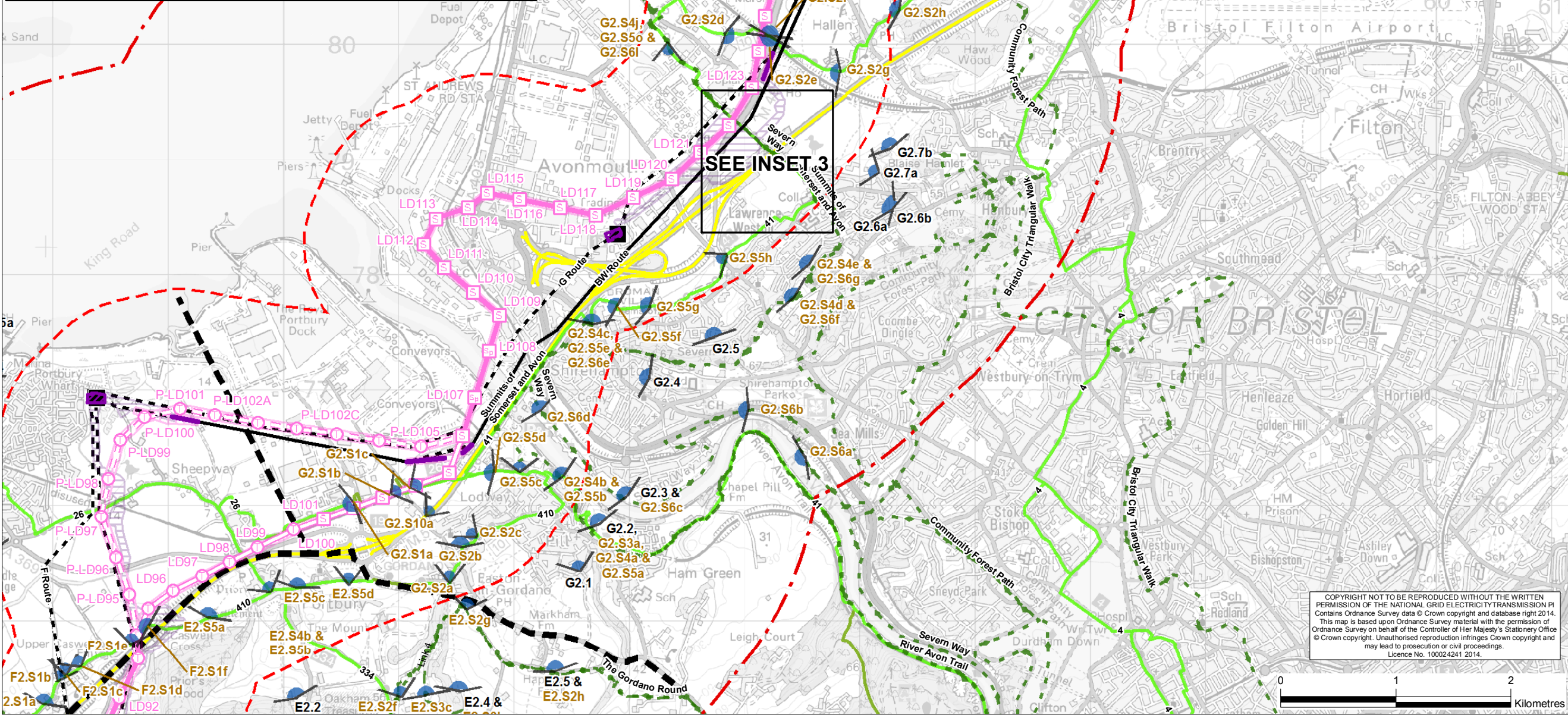
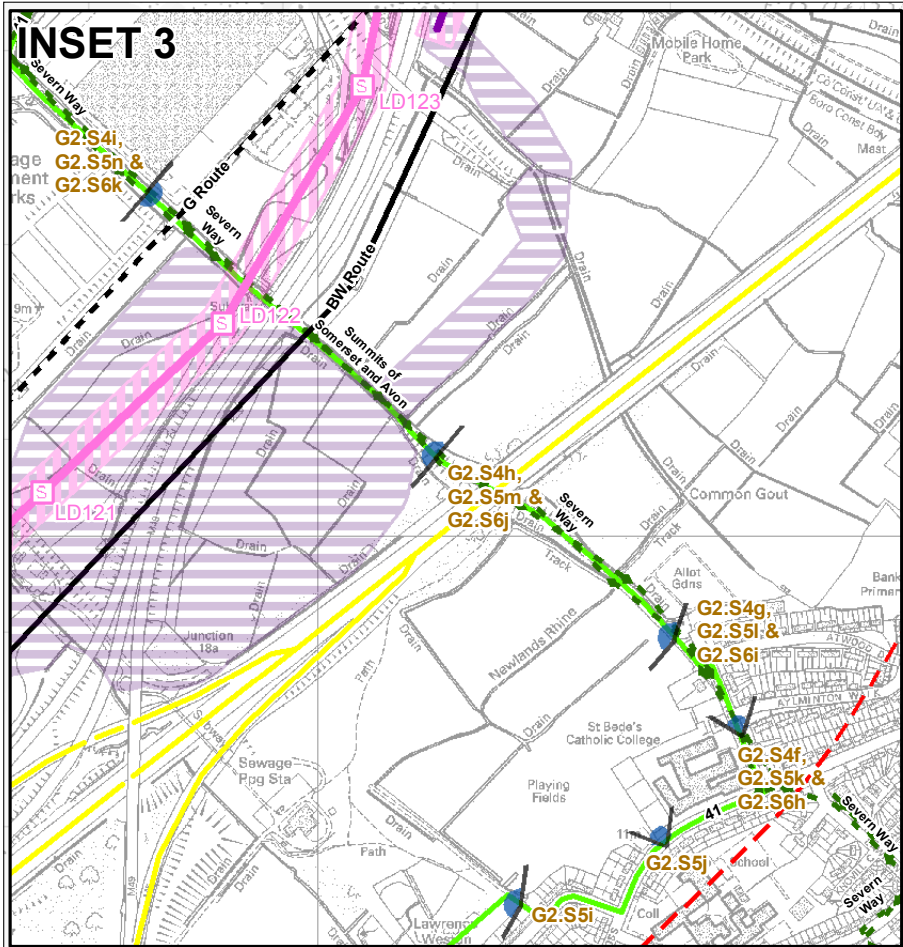
FIGURE No.	DRAWING No.	SCALE
7.13.5	G1979.2077.5D	1:39,000

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0 1 2 Kilometres



Key

- Photograph Viewpoint Location
- Long Distance Routes Photograph Viewpoint Location
- Long Distance Routes**
 - National Long Distance Routes (PRoW)
 - Published Footpaths
 - National Cycle Routes
 - Regional Route
 - M5 Motorway
- Proposed Infrastructure**
 - Proposed 400kV (Special) Lattice Pylon Position
 - Proposed 400kV Standard Lattice Pylon Position
 - Proposed 400kV T-Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Preferred Route (Option A) for 400kV Overhead Line
 - Alternative Route (Option B) for 400kV Overhead Line
 - Proposed Route for 132kV Overhead Line
 - Proposed 400/132kV Overhead Line Route Limits of Deviation
 - Proposed 132kV Underground Cable Route Limits of Deviation
 - Proposed Avonmouth 132kV Substation Work Area
 - Proposed Portishead 132kV Substation Work Area
 - 1km from the Limits of Deviation of the Proposed Development
 - 3km Study Area from the Proposed Development
- Existing Infrastructure**
 - Existing 400kV Overhead Line
 - Existing Western Power Distribution Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation
- Section Boundary**
 - Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

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- South Gloucestershire Council


Refer to Volume 5.7.3, Figure 7.26.1 for Representative Viewpoints and Long Distance Routes Photograph Locations within 3km

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ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D

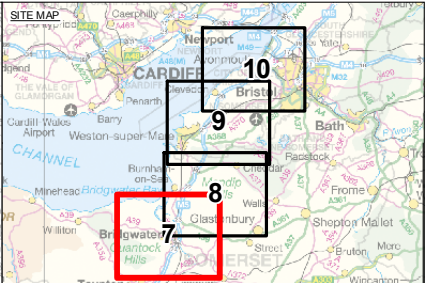
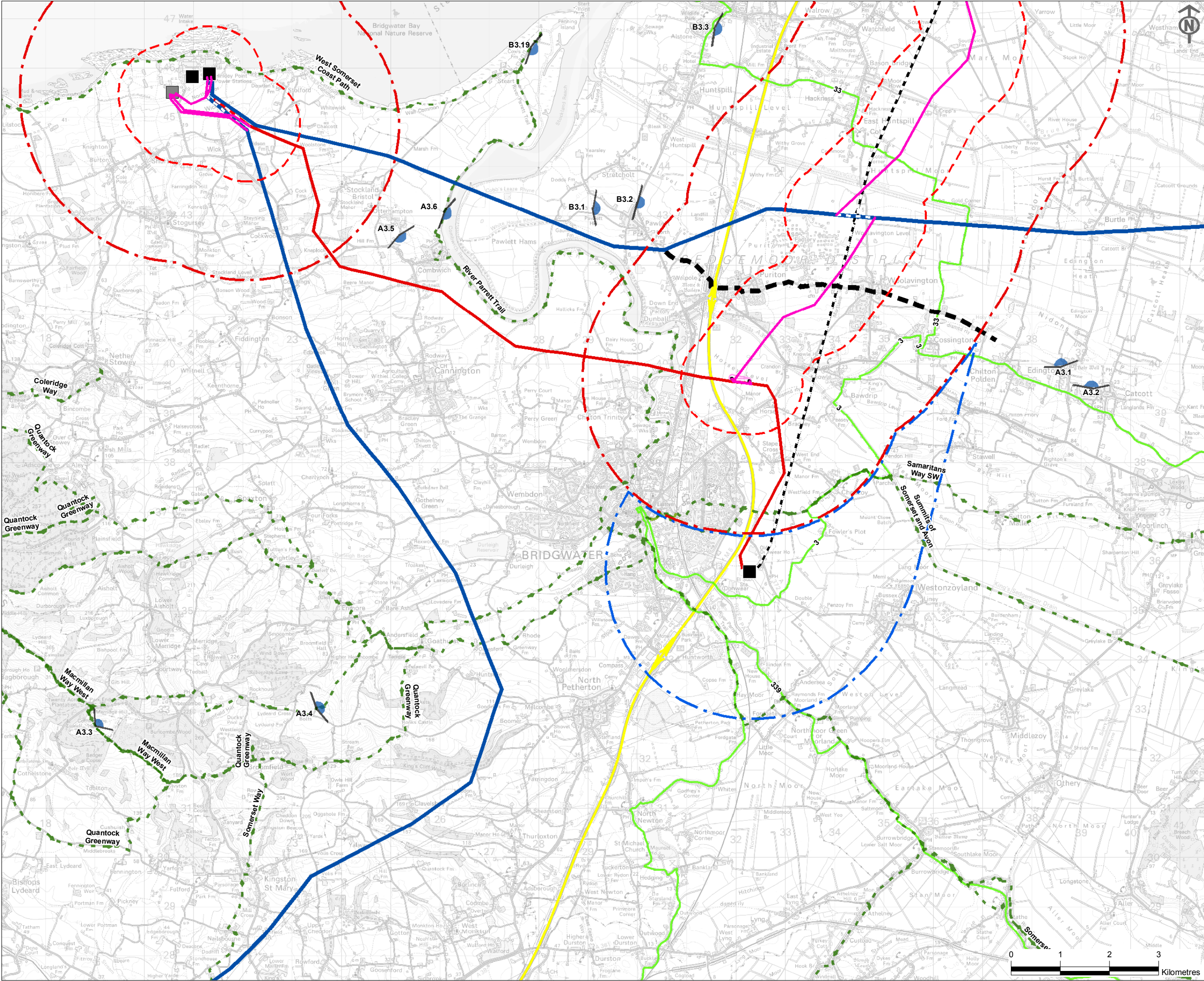
Title

NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.7.3

REPRESENTATIVE VIEWPOINTS AND
LONG DISTANCE ROUTES
PHOTOGRAPH LOCATIONS WITHIN 3KM

<div><p>National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA</p></div>			
NG INVESTMENT No.	APPLICATION No.		GIS
20897	EN020001		A3
FIGURE No.	DRAWING No.	SCALE	139,000
7.13.6	G1979.2077.6D	ISSUE	
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Key

Long Distance

- National Long Distance Routes (ProW)
- Published
- National Cycle
- M5 Motorway

Proposed

- Proposed Route for 400kV Overhead
- Proposed 400kV Underground Cable Route Limits of Deviation
- Proposed Bridgwater Tee 400kV Cable Sealing End Compound Work Area

Consented Infrastructure

- Shurton 400kV Substation

Existing

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

Section Boundary

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

Notes

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Refer to Volume 5.7.3, Figure 7.26.1 for Photograph Viewpoint Locations for beyond 3km at Hinkley Line Entries

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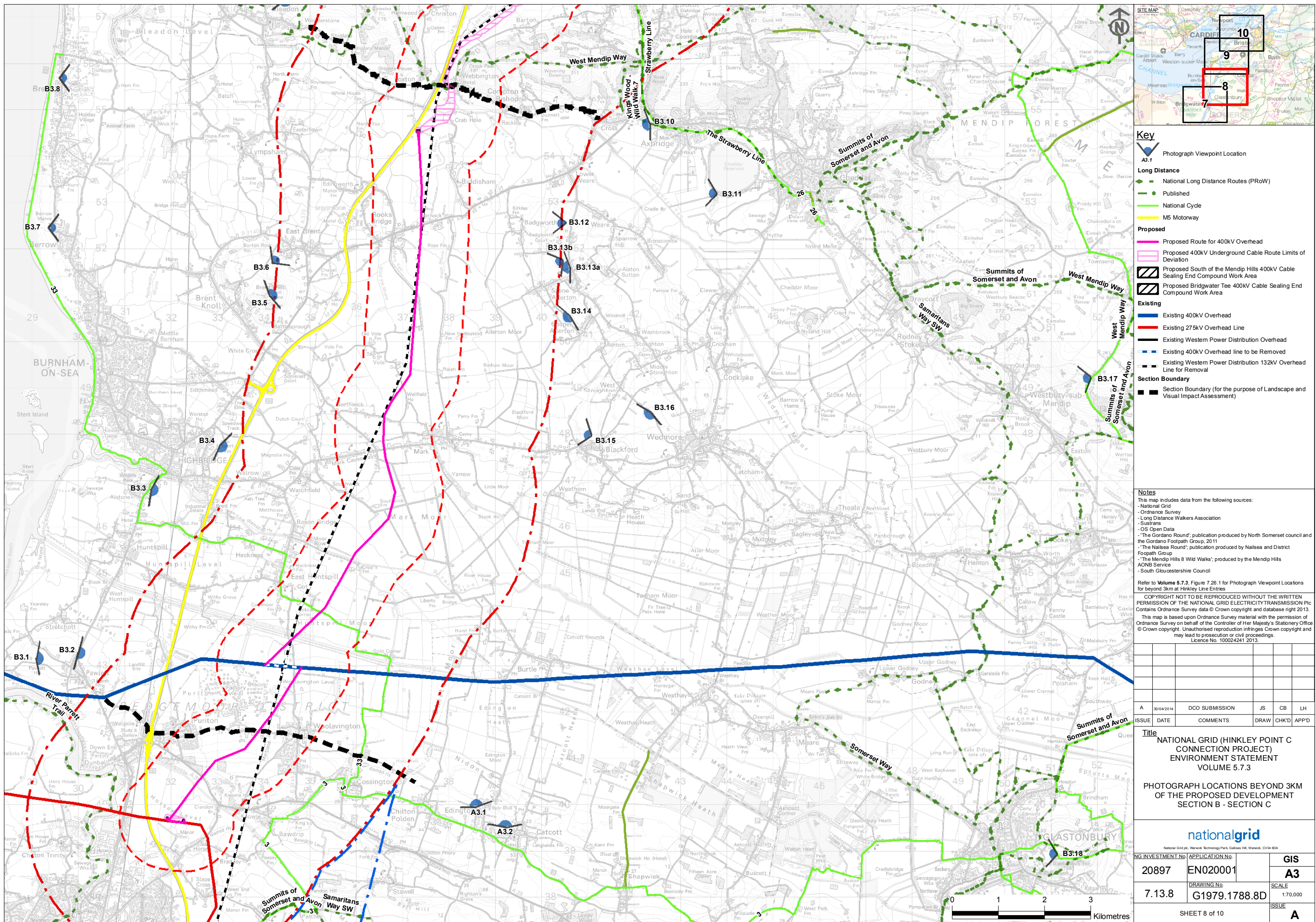
A	30/04/2014	DCO SUBMISSION	JS	CB	LH
ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D

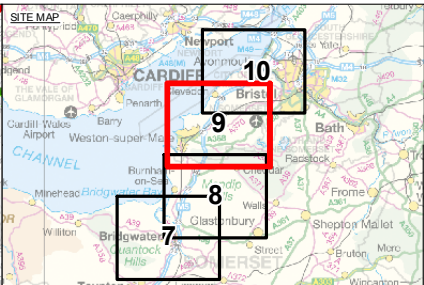
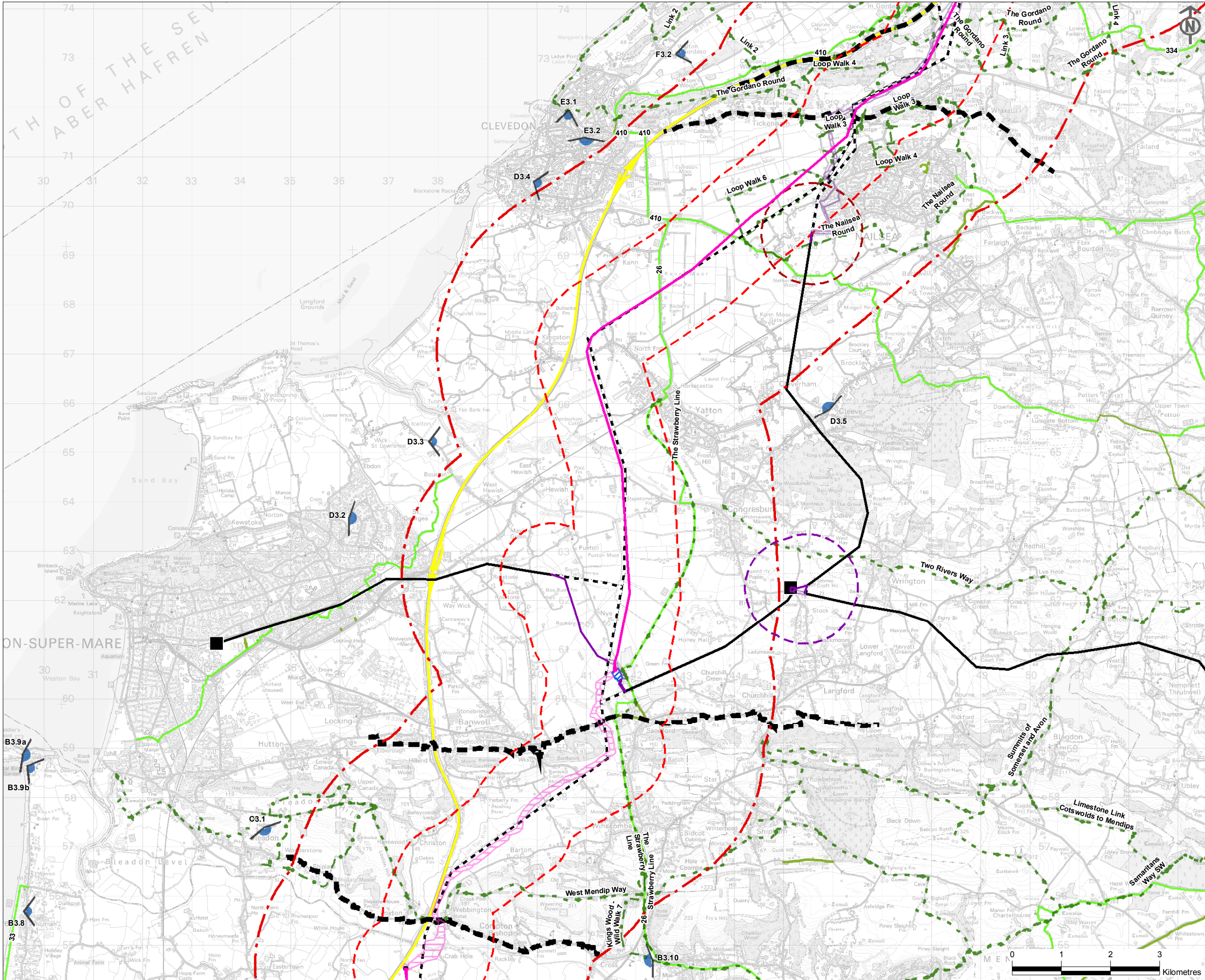
Title

NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENT STATEMENT
VOLUME 5.7.3

PHOTOGRAPH LOCATIONS BEYOND 3KM OF THE PROPOSED DEVELOPMENT
SECTION A - SECTION B

nationalgrid		
National Grid plc, Warwick Technology Park, Gallops Hill, Warwick, CV34 6DA		
ING INVESTMENT No.	APPLICATION No.	GIS
20897	EN020001	A3
7.13.7	DRAWING No. G1979.1788.7D	SCALE 1:70,000
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- Key**
- Photograph Viewpoint Location
 - Long Distance**
 - National Long Distance Routes (PRoW)
 - Published
 - National Cycle
 - Regional Route
 - M5 Motorway
 - Proposed**
 - Proposed Route for 400kV Overhead
 - Proposed Route for 132kV Overhead
 - Proposed 400kV Underground Cable Route Limits of Deviation
 - Proposed 132kV Underground Cable Route Limits of Deviation
 - Proposed Churchill 132kV Substation Work
 - Proposed Sandford 400/132kV Substation Work
 - Proposed South of the Mendip Hills 400kV Cable Sealing End Compound Work Area
 - Existing**
 - Existing Western Power Distribution Overhead
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation
 - Section Boundary**
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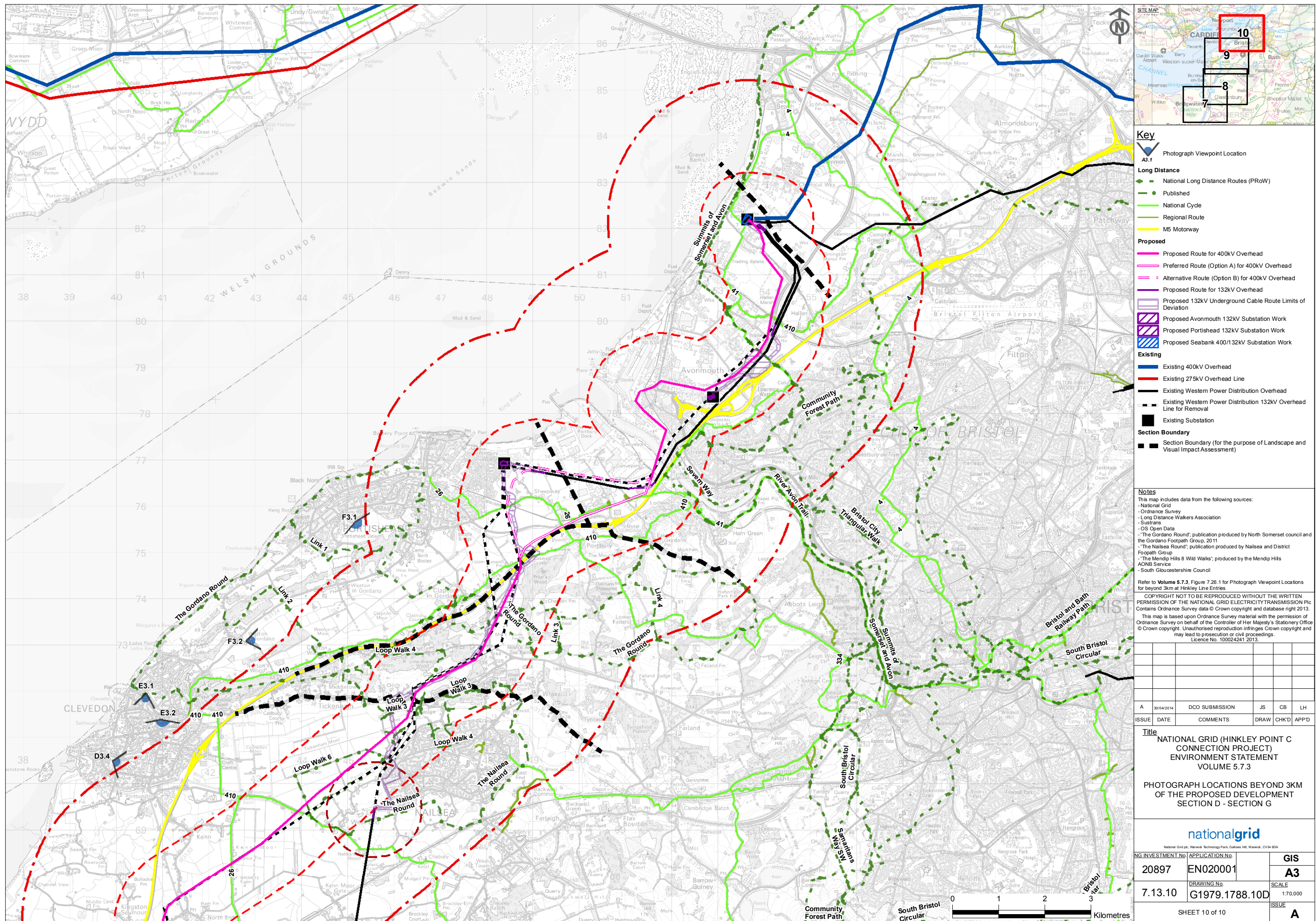
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ENVIRONMENT STATEMENT
VOLUME 5.7.3

PHOTOGRAPH LOCATIONS BEYOND 3KM OF THE PROPOSED DEVELOPMENT
SECTION C - SECTION D

National Grid plc, Warwick Technology Park, Gallos Hill, Warwick, CV34 6DA		nationalgrid	
NG INVESTMENT No.	APPLICATION No.	GIS	
20897	EN020001	A3	
DRAWING No.		SCALE	
7.13.9		G1979.1788.9D	
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ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D

Title
NATIONAL GRID (HINKLEY POINT C
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ENVIRONMENT STATEMENT
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PHOTOGRAPH LOCATIONS BEYOND 3KM
OF THE PROPOSED DEVELOPMENT
SECTION D - SECTION G

nationalgrid

National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA

NG INVESTMENT No.	APPLICATION No.	GIS
20897	EN020001	
7.13.10	DRAWING No.	SCALE
	G1979.1788.10D	1:70,000
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