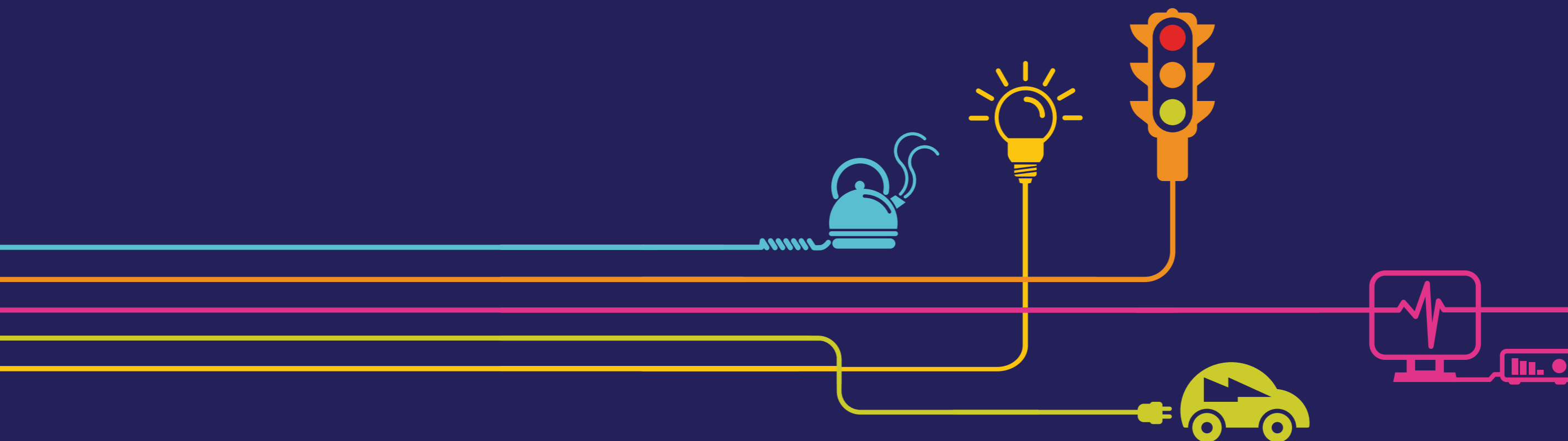


Environmental Statement Visual Effects Figures 7.18 to 7.24

Hinkley Point C Connection Project

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



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Figure 7.18 - Section D: Photographs of Existing Views between 1 and 3km and beyond 3km



Photograph D2.1: Existing view from Littlefields Rise in Banwell, on elevated land, looking northeast over property rooftops across the Levels with the F Route and AT Route just visible in the distance above trees and backgrounded by hills. Views look towards the route of the proposed 400kV and overhead line, AT Route connection and the site of the proposed Sandford Substation barely perceptible in the distance



Photograph D2.2: Existing view from a sports pitch near Riverside in Banwell, looking northeast across the playing field towards trees and Sandford Hill, with the F Route and the proposed 400kV overhead line just visible in places above intervening hedgerows and trees



Photograph D2.3: Existing view from Court Hey Farm Country Park visitor attraction on Wolvershill Road, looking east towards Banwell Hill and Sandford Hill with the F Route and the N Route barely perceptible due to backgrounding by higher ground and filtered by intervening trees. Views look towards the route of the proposed 400kV overhead line

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Photograph D2.4a: Existing view from Riverside near the property Riverlea, north of Banwell, looking southeast across fields towards Banwell Hill and Sandford Hill towards the F Route and the N Route just visible above trees and backgrounding by higher ground. The view includes the route of the proposed 400kV overhead line and AT Route connection with the site of the proposed Sandford Substation screened by intervening trees



Photograph D2.4b: Existing view from Riverside north of Banwell, looking east across fields towards the F Route partly visible in places above and between intervening trees and towards the proposed AT Route connection with the route of the proposed 400kV overhead line further away in the view partially backgrounded by Cleeve Ridge



Photograph D2.5a: Existing view from higher ground on Silver Moor Lane, looking southeast across farmland towards the Mendip Hills with the F Route visible in the distance above hedgerows and trees partially backgrounded by higher ground in the distance, and towards the route of the proposed 400kV overhead line and the AT Route connection

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Photograph D2.5b: Existing view from Silver Moor Lane at a field entrance looking east across farmland with views towards the F Route and the proposed AT Route connection and 400kV overhead line screened by trees



Photograph D2.6: Existing view from Riverside south of East Rolstone, near the junction with Puxton Road and West Rolstone Lane, looking southeast across fields towards the F Route and N Route screened by intervening trees. Views towards the route of the proposed 400kV overhead line, AT Route connection and Sandford Substation are screened by trees




Photograph D2.7: Existing view from PRow AX3/36 off Balls Barn Lane looking northeast along the AT Route. The proposed AT Route connection, 400kV overhead line and the F Route are not visible due to tree screening

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Photograph D2.8: Existing view from PRow AX24/21 near Oldbridge River, south of Hewish, looking east and southeast towards the F Route and AT Route and the proposed 400kV overhead line and AT Route connection, partially filtered and screened by intervening trees and backgrounded by higher ground in the distance



Photograph D2.9: Existing view from the railway bridge on Wick Road near West Hewish, looking northeast along the railway line towards the F Route and the route of the proposed 400kV overhead line screened from views by intervening trees



Photograph D2.10 (and D2.S8a): Existing view from Dunedin Way (also National Cycle Route 33) on the eastern edge of St Georges in Weston-super-Mare, looking southeast across open fields towards the AT Route and the F Route screened by intervening hedgerow and trees that also screen the route of the proposed 400kV overhead line and the AT Route connection

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Photograph D2.11 (and D2.S8b): Existing view from National Cycle Route 33 on Ebdon Lane in Bourton, looking southeast across farmland towards the AT Route beyond the M5 motorway and just visible above trees and backgrounded by higher ground in the distance and towards the route of the proposed AT Route connection and 400kV overhead line



Photograph D2.12: Existing view from PRow AX16/52 in East Hewish, looking east across fields towards the F Route visible above hedgerow and trees and partially backgrounded by hills in the distance and towards the route of the proposed 400kV overhead line




Photograph D2.13: Existing view from PRow AX16/52 near Phipp's Bridge adjacent to Oldbridge River and the M5 motorway, northwest of Hewish, looking northeast across fields towards the F Route and the route of the proposed 400kV overhead line barely perceptible in the distance above trees and backgrounded by Tickenham Ridge and Cleeve Ridge

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Photograph D2.14: Existing view from Yew Tree Lane south of Kingston Seymour, adjacent to Yew Tree Farm, looking southeast across fields and the M5 motorway towards the F Route and the route of the proposed 400kV overhead line visible in the distance above hedgerow and trees and partially backgrounded by higher ground in the distance



Photograph D2.15: Existing view from Yeo Bank Lane looking east across open fields towards the F Route and the route of the proposed 400kV overhead line screened by intervening trees



Photograph D2.16: Existing view from Middle Lane, near Channel View Farm northeast of Kingston Seymour, looking east across open fields towards the F Route and the route of the proposed 400kV overhead line screened by intervening trees

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Photograph D2.17: Existing view from PRow LA22/51 near Seawall Farm, off Lower Strode Road, looking southeast across fields towards the F Route and the route of the proposed 400kV overhead line screened by intervening trees



Photograph D2.18: Existing view from Westfield Business Park southeast of Clevedon looking southeast along Windmill Road towards office buildings with the F Route and the route of the proposed 400kV overhead line screened by intervening trees and commercial buildings



Photograph D2.19: Existing view from PRow LA22/13 east of Clevedon looking east across Clevedon Moor and Tickenham Moor towards the route of the proposed 400kV overhead line and towards the F Route and the W Route screened by intervening hedgerow and trees with Tickenham Ridge visible in the distance

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Photograph D2.20: Existing view from PRow LA16/26 along Land Yeo south of Cadbury Court Farm in Tickenham, looking south across Tickenham Moor and Nailsea Moor towards the F Route and the route of the proposed 400kV overhead line barely perceptible above hedgerows and trees and backgrounded by Cleeve Ridge



Photograph D2.21: Existing view from Garden Park garden centre on Clevedon Road in Tickenham looking southeast towards the route of the proposed 400kV overhead line and beyond towards the F Route and the W Route backgrounded by Nailsea Moor and higher ground in the distance



Photograph D2.22: Existing view from PRow LA20/17 between Towerhouse Lane and Birdcombe Court Farm northeast of Nailsea, looking west towards the W Route, the F Route and the route of the proposed 400kV overhead line barely perceptible above buildings and trees to the north of Nailsea and becoming screened by intervening landform and woodland

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Photograph D2.23: Existing view from Clevedon Road at Wraxall looking southwest towards the W Route, the F Route and the route of the proposed 400kV overhead line indistinguishable in the view due to distance and backgrounding by Tickenham and Clevedon Moor



Photograph D2.24 (also D2.S4a and D2.S8c): Existing view from National Cycle Route 33 on Backwell Bow looking northwest and north towards the W Route, the F Route and the route of the proposed 400kV overhead line screened by intervening hedgerows, trees and Tickenham Ridge. The top of one W Route pylon is barely perceptible at the top of the ridge above trees



Photograph D2.25: Existing view from PRoW LA2/30 adjacent to Backwell Common looking northwest and north towards the W Route, the F Route and the route of the proposed 400kV overhead line screened by intervening trees, residential properties and woodland on Tickenham Ridge

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Photograph D2.26: Existing view from local footpath in the public open space adjacent to Birdlip Close in Nailsea looking north towards the W Route, F Route and the route of the proposed 400kV overhead line screened by intervening foreground trees, residential properties and landform



Photograph D2.27: Existing view from Stock Way North in Nailsea town centre looking north towards the W Route, F Route and the route of the proposed 400kV overhead line screened by intervening trees, built form and landform with Tickenham Ridge visible beyond



Photograph D2.28: Existing view from St. Bridget's Church cemetery on Chelvey Road, looking northwest to northeast towards the W Route, the F Route and the route of the proposed 400kV overhead line screened by intervening landform and trees with Tickenham Ridge visible in the distance

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Photograph D2.29 (and D2.S3b): Existing view from National Cycle Route 410 (also Regional Cycle Route 10) looking north along the W Route towards the proposed Cable Sealing End Platform Pylon screened by intervening hedgerow and trees. The F Route and the route of the proposed 400kV overhead line beyond are occasionally perceptible where landform becomes lower and are backgrounded by Tickenham Ridge



Photograph D2.30: Existing view from PRow LA4/6 near Midgell Farm looking northwest towards the W Route partially visible above field boundary hedgerows and towards the proposed Cable Sealing End Platform Pylon screened by intervening landform



Photograph D2.31: Existing view from PRow LA21/38 and Claverham Drove looking northwest across Kenn Moor towards the F Route visible above trees and backgrounded by Tickenham Ridge in the distance and towards the route of the proposed 400kV overhead line. The W Route to the northeast is screened by intervening trees on higher ground

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Photograph D2.32: Existing view from PRow LA21/12 between Claverham Court and High Street on the northern edge of Claverham looking northwest across Kenn Moor towards the F Route and the route of the proposed 400kV overhead line barely perceptible in the distance above and between intervening trees and largely backgrounded by Tickenham Ridge. The W Route is filtered to the northeast between intervening trees



Photograph D2.33: Existing view from PRow LA21/6 north of Yatton looking northeast towards the F Route and the route of the proposed 400kV overhead line largely screened by intervening trees and barely perceptible on Tickenham Ridge in the distance



Photograph D2.34: Existing view from Stowey Road on the northern edge of Yatton near Yatton Recreation Ground looking northeast towards the F Route and the route of the proposed 400kV overhead line screened by intervening trees and hedgerow and towards the W Route visible for a short section above and between intervening trees

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Photograph D2.35: Existing view from West Road on the edge of Yatton looking southwest towards the F Route and the route of the proposed 400kV overhead line largely screened by intervening hedgerow and trees



Photograph D2.36: Existing view from Smallway between Congresbury and Yatton looking west towards the F Route and the route of the proposed 400kV overhead line filtered by intervening trees and backgrounded by higher ground in the distance



Photograph D2.37a: Existing view from Cadbury Hill looking northwest towards Yatton in the distance above trees on elevated land and towards the F Route and the route of the proposed 400kV overhead line barely perceptible due to distance and backgrounding

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Photograph D2.37b: Existing view from Cadbury Hill looking southeast across Congresbury towards the N Route, the F Route and the AT Route barely perceptible due to distance and backgrounding by higher ground. The route of the proposed 400kV overhead line, AT Route connection, N Route connection and Sandford Substation are barely perceptible in the view



Photograph D2.38: Existing view from PRow AX16/43 north of Congresbury looking west towards Cadbury Garden Centre and towards the F Route and the AT Route barely perceptible due to distance and screening by intervening trees. The route of the proposed 400kV overhead line and the AT Route connection are barely perceptible



Photograph D2.39 (and D2.S2a): Existing view from the Two Rivers Way long distance route, adjacent to a public open space in Congresbury, looking northwest towards the F Route and the route of the proposed 400kV overhead line barely perceptible above and between intervening trees

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Photograph D2.40: Existing view from PRow AX16/5 between Rowton Cottage on Wrington Road and Congresbury looking west and northwest towards the F Route and the route of the proposed 400kV overhead line screened by slightly elevated ground at Congresbury to the west and barely perceptible to the northwest above and between intervening trees



Photograph D2.41: Existing view from PRow AX16/23 through churchyard west of Congresbury Church looking west towards the F Route and the route of the proposed 400kV overhead line screened by intervening woodland in the foreground



Photograph D2.42 (and D2.S1f): Existing view from the Strawberry Line long distance route (also National Cycle Route 26) southwest of Congresbury looking southwest and west towards the F Route and the AT Route and the route of the proposed 400kV overhead line and the AT Route connection visible above hedgerows and trees and partially backgrounded by higher ground to the southwest

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Photograph D2.43: Existing view from the B3133 Brinsea Road, south of Congresbury, looking west over roadside hedgerows towards the F Route and the AT Route and the route of the proposed 400kV overhead line and the AT Route connection screened by field boundary trees with the Mendip Hills beyond



Photograph D2.44: Existing view from Mendip Spring Golf Course near Brinsea looking northwest and north towards the F Route and the route of the proposed 400kV overhead line barely perceptible above trees in the distance with Cadbury Hill visible to the north



Photograph D2.45: Existing view from Honey Hall Lane near Honey Hall looking northwest and north towards the F Route, the AT Route and the route of the proposed 400kV overhead line screened by intervening landform, field boundary hedgerows, buildings and trees

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Photograph D2.46: Existing view from PRow AX16/30 north of King Road at Churchill Green looking north towards the N Route running southwest towards Sandford visible above hedgerow and trees



Photograph D2.47: Existing view from PRow LA20/8 and a local cycle route, through Millennium Green public open space in Nailsea, looking northwest towards a supermarket with the F Route, the W Route and the route of the proposed 400kV overhead line screened by intervening trees and buildings with Tickenham Ridge visible beyond

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Note: Photograph number D3.1 is not used



Photograph D3.2: Existing view from Castle Back public open space in Weston-super-Mare looking east towards the F Route and the route of the proposed 400kV overhead line barely perceptible due distance and backgrounded by higher ground and towards the AT Route and the route of the proposed 132kV overhead line visible above trees and residential properties at St. Georges although effectively backgrounded by the Mendip Hills



Photograph D3.3: Existing view from Wick Road in Icelton looking northeast to southeast towards the F Route and the route of the proposed 400kV overhead line screened from view by intervening trees with Tickenham Ridge visible in the distance to the northeast



Photograph D3.4: Existing view from recreational on lower ground within Clevedon northwest of Strode Way, looking east towards buildings with Tickenham Ridge visible above in the distance and towards the F Route and the route of the proposed 400kV overhead line not visible from this location

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Photograph D3.5: Existing view from the A370 Main Road in Cleeve looking northwest towards the W Route, with the F Route and the route of the proposed 400kV overhead line just visible in the distance, screened in places by intervening trees and landform

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Figure 7.19 - Section E: Photographs of Existing Views between 1 and 3km and beyond 3km



Photograph E2.1a: Existing view from PRow (Loop Walk 4) near Tickenham looking south towards the F Route and W Route and the route of the proposed 400kV overhead line. Views of the existing overhead lines are screened by landform and trees



Photograph E2.1b: Existing view from PRow (Loop Walk 4) near Tickenham looking south towards the F Route and W Route and the route of the proposed 400kV overhead line. The existing overhead lines are effectively backgrounded by landform and trees



Photograph E2.1c: Existing view from PRow (Loop Walk 4) near Tickenham looking east towards the F Route and W Route and the route of the proposed 400kV overhead line. The existing overhead lines are effectively backgrounded by landform and trees

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Photograph E2.2: Existing view from PRow near Oakham Farm looking north towards the BW Route, G Route and the route of the proposed 400kV overhead line. There are glimpsed views of the existing overhead lines through a gap in the hedgerow in the foreground.



Photograph E2.3 (and E2.S3a): Existing view from PRow north of Lower Failand part of the Gordano Round Link 4, looking north with Portishead and the BW Route, G Route and the route of the proposed 400kV overhead line on the Alternative Route Option B just visible at Portbury Wharf in the distance. Views of the existing overhead lines are largely screened by hill landform.



Photograph E2.4: Existing view from seating area on PRow across farmland adjacent to Summer House Wood between Common Lane and Martcombe Road, looking north towards the M5 bridge over the River Avon and Avonmouth Docks with the G Route river crossing pylons visible and the proposed route of the 400kV overhead line. The existing overhead lines are largely not visible due to distance and backgrounding

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Photograph E2.5 (and E2.S2e): Existing view from the Gordano Round long distance route on Happerton Lane on Tickenham Ridge, looking north across fields towards Avonmouth Docks in the distance with the tall G Route pylons crossing the River Avon visible partly backgrounded, and the BW Route, wind turbines and Severn Bridge visible



Photograph E2.6: Existing view from Tyntesfield National Trust Park taken from the front of Tyntesfield House looking southwest towards Nailsea. The W Route, F Route and the route of the proposed 400kV overhead line are not visible

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Photograph E3.1:Existing view from Dial Hill in Clevedon looking south over residential buildings towards the F Route and the route of the proposed 400kV overhead line not visible due to distance with the Mendips Hill further in the distance



Photograph E3.2: Existing view from Dial Hill in Clevedon looking south to south east over residential buildings towards the F Route barely perceptible due to distance and backgrounding by the Mendip Hills and towards the route of the proposed 400kV overhead line

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Figure 7.20 - Section F: Photographs of Existing Views between 1 and 3km and beyond 3km



Photograph F2.1: Existing view from the B3124 Portbury Common (through a gap in roadside hedgerow) looking south and southeast towards the F Route and the W Route, and towards the route of the proposed 400kV overhead line on the top of Tickenham Ridge, running north across the northern slopes and across Clapton Moor



Photograph F2.2 (also F2.S2d): Existing view from the Gordano Round long distance footpath on elevated ground east of West Wood in Portishead looking southeast, east and northeast towards the F Route and the W Route (barely perceptible) and towards the route of the proposed 400kV overhead line on the Preferred Route (Option A) and on the Alternative Route (Option B) across Clapton Moor beyond North Weston



Photograph F2.3: Existing view from the B3124 on the southeastern edge of Weston-in-Gordano looking east towards the F Route and the W Route, and towards the route of the proposed 400kV overhead line on the top of Tickenham Ridge

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Photograph F2.4: Existing view from Portishead Marina looking south and southeast towards the F Route, W Route and the route of the proposed 400kV overhead line on Tickenham Ridge glimpsed between intervening buildings and beyond yachts in the marina.



Photograph F2.5a: Existing view from PRow within East Wood on Portishead Ridge looking southeast across Portishead Marina and Portishead, towards the F Route, W Route and the route of the proposed 400kV overhead lines on Tickenham Ridge filtered and screened by foreground trees



Photograph F2.5b: Existing view from PRow and seating area at East Wood on Portishead Ridge looking southeast across Portishead Marina and Portishead, towards the F Route, W Route and the route of the proposed 400kV overhead line on Tickenham Ridge and on the preferred route (Option A) and the alternative route (Option B) on lower ground across Clapton Moor backgrounded by Tickenham Ridge and Priors Wood

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Photograph F2.6: Existing view from the corner of South Road at Woodhill, in Portishead, looking southeast towards the F Route and the W Route and towards the route of the proposed 400kV overhead line on Tickenham Ridge and across Clapton Moor, perceptible between intervening residential property and filtered by intervening garden trees.



Photograph F2.7: Existing view from Rippleside (opposite number 16) in Portishead looking southeast towards the F Route and the W Route and towards the route of the proposed 400kV overhead line in the distance on the top and northern slopes of Tickenham Ridge and running across Clapton Moor beyond Portishead.

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Photograph F3.1: Existing view from Merlin Park on Portishead Ridge looking southeast and east towards the F Route and the W Route on the top of Tickenham Ridge and just perceptible on the northern slopes of Tickenham Ridge. The F Route and the W Route are indistinguishable running north across Clapton Moor. The view extends towards the route of the proposed 400kV overhead line on Tickenham Ridge and on the Preferred Route (Option A) and on the Alternative Route (Option B) on lower ground north of the ridge



Photograph F3.2: Existing view from Moor Lane on the eastern edge of Walton-in-Gordano looking east across the Gordano valley towards Tickenham Ridge. The F Route and the W Route and the route of the proposed 400kV overhead line on the Preferred Route (Option A) and ton he Alternative Route (Option B) are not visible due to distance and screening by intervening trees

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Figure 7.21 - Section G: Photographs of Existing Views between 1 and 3km and beyond 3km



Photograph G2.1: Existing view at the junction between Anchor Way and Brookside on higher ground in Pill looking northwest towards the G Route, BW Route and the route of the proposed 400kV overhead line visible in the distance over the top of residential properties and vegetation



Photograph G2.2 (also G2.S3a, G2.S4a and G2.S5a): Existing view from public open space in Pill representative of the Summits of Somerset and Avon long distance route (also the River Avon Trail and National Cycle Route 41) looking northwest towards the M5 motorway bridge, G Route, BW Route and the route of the proposed 400kV overhead line. The view is unobstructed where the G Route and BW Route cross the River Avon



Photograph G2.3 (and G2.S6c): Existing view from the Severn Way long distance route looking northwest towards the M5 motorway bridge over the River Avon, the BW Route, G Route, route of the proposed 400kV overhead line with Royal Portbury Docks further in the distance. The view is unobstructed where the G Route and BW Route pass over the River Avon becoming screened to the north by vegetation and residential properties

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Photograph G2.4: Existing view from residential area in Shirehampton on elevated ground looking southwest towards the M5 motorway bridge over the River Avon, the BW Route and G Route and the route of the proposed 400kV overhead line. The BW route and G route are visible in the distance to the southwest between intervening properties and vegetation becoming screened to the northwest by two high rise blocks of flats and trees



Photograph G2.5 Part 1: Existing view from Moorend Gardens in Lawrence Weston looking northwest towards the BW Route, G Route and the route of the proposed 400kV overhead line visible in the distance above vegetation and buildings although partially backgrounded by industrial infrastructure at Avonmouth Docks



Photograph G2.5 Part 2: Existing view from Moorend Gardens in Lawrence Weston looking north towards the BW Route, G Route and the route of the proposed 400kV overhead line visible in the distance between intervening foreground vegetation and above residential properties

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Photograph G2.6a: Existing view from De Clifford Road in Lawrence Weston looking northwest towards the BW Route, route of the proposed 400kV overhead line and G Route. The view is heavily filtered by intervening trees and residential properties, but with a glimpsed view to north in a gap between properties and trees



Photograph G2.6b: Existing view from Vincent Close in Lawrence Weston looking northwest towards the BW Route, the proposed 400kV overhead line and G Route with glimpsed views in the distance between intervening trees and residential properties. The view is partially backgrounded by infrastructure at Avonmouth Docks in the distance



Photograph G2.7a: Existing view from PRow BCC/8/10 looking northwest towards the M5 motorway, BW Route, the proposed 400kV overhead line and G Route partially filtered by trees in the foreground and backgrounded by infrastructure at Avonmouth Docks becoming screened by rising land to the north and Moorgrove Wood

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Note:
Photograph numbers G2.8 and G2.9 are not used as receptors do not have views towards the Proposed Development



Photograph G2.7b: Existing view from PRow BCC/8/10 looking northwest and north towards the M5 motorway, BW Route, G Route and the proposed 400kV overhead line, with infrastructure at Severn Beach further in the distance above trees becoming obscured with distance and partially backgrounded by infrastructure at Severn Beach



Photograph G2.10 & G2.S2h: Existing view from Berwick Lane (also National Cycle Route 410) at the entrance to Sampson Business Park) looking southwest and northwest towards the BW Route, G Route, route of the proposed 400kV overhead line, DA Route and 2VL Route. The view to the south west is obscured by foreground buildings, intervening trees and rising landform in the distance, whereas the view to northwest is more open above hedgerows and trees



Photograph G2.11: Existing view from PRow OAY/70/10 on Spaniorum Hill looking west towards the DA Route, M5 motorway, 2VL Route, BW Route, G Route, route of the proposed 400kV overhead line and Seabank Substation. The DA Route is in the foreground with the view becoming filtered in the distance by trees and intervening industrial buildings, partially backgrounded by infrastructure at Avonmouth Docks and Severn Beach

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Photograph G2.12: Existing view from PRow OAY/69/10 adjacent to Berwick Lane looking southwest along the DA Route before it continues northwest towards Seabank Substation becoming filtered with distance by intervening trees and field boundary hedgerows. The BW Route and G Route are glimpsed in the distance above vegetation and between industrial buildings



Photograph G2.13 (and G2.S9e): Existing view from PRow ORN/62/40 on recreational ground in Swanmoor Bridge (adjacent to National Cycle Route 4 on the B4055) looking southwest towards the 2VL Route partially screened by field boundary trees and residential properties to the west. The route of the proposed 400kV overhead line would not be in view from this location with views to the southwest screened by trees in the foreground



Photograph G2.14 (also G2.S4n and G2.S6q): Existing view from the Severn Way long distance route (also Summits of Somerset and Avon) looking south along Severn Beach towards the 2VL Route, Seabank Power Station, BW Route, G Route and route of the proposed 400kV overhead line with Avomouth Docks and Portishead visible further along the coastline. The 2VL Route is heavily filtered from this location with only glimpses of pylons visible above intervening trees and residential properties. Also the route of the proposed 400kV overhead line would be partially visible at Avonmouth Docks and due to distance and backgrounding by landform the alternative route (Option B) would be barely discernable near Portishead

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Figure 7.22 - Visual Receptors within 1km: Hinkley Line Entries

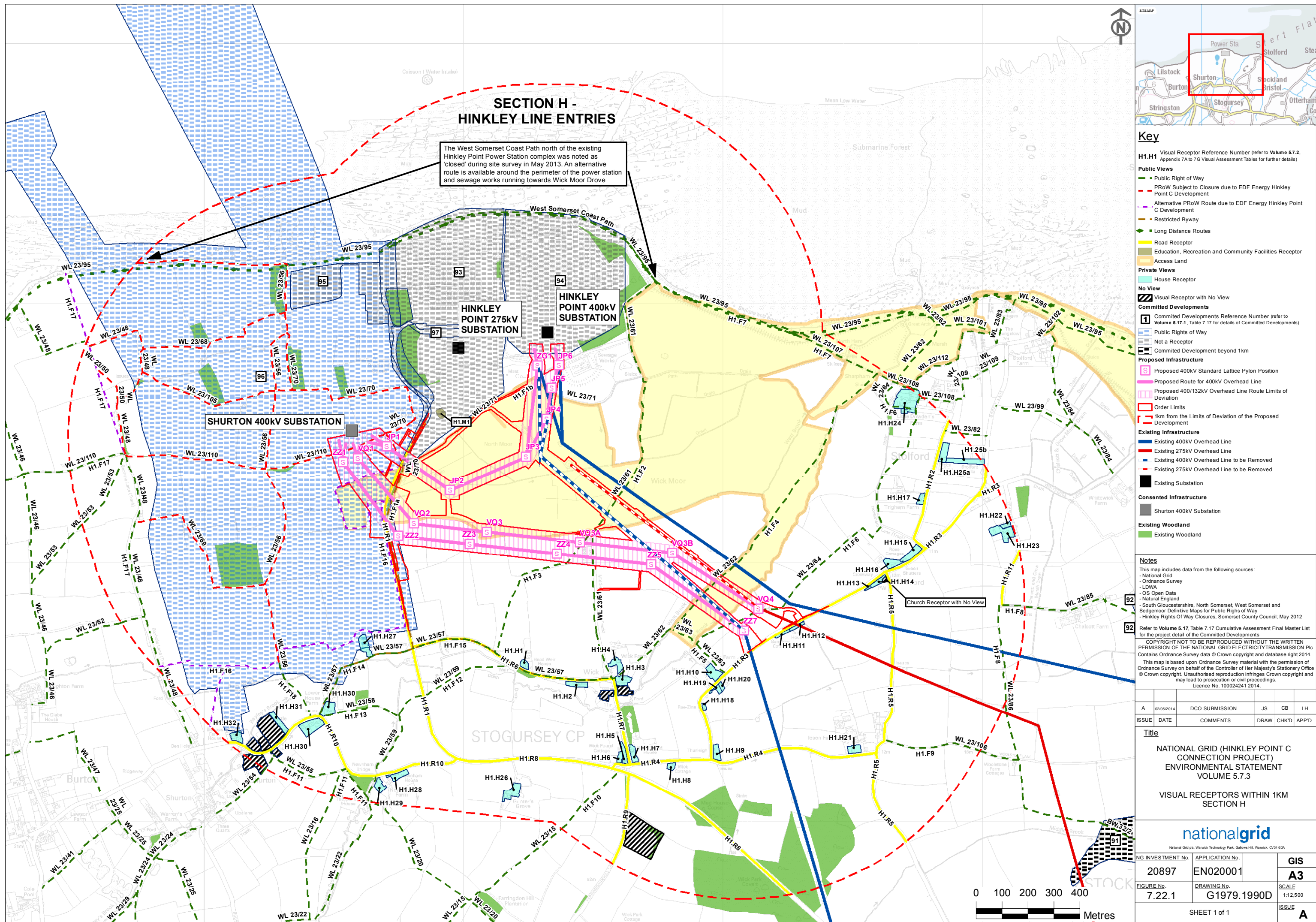
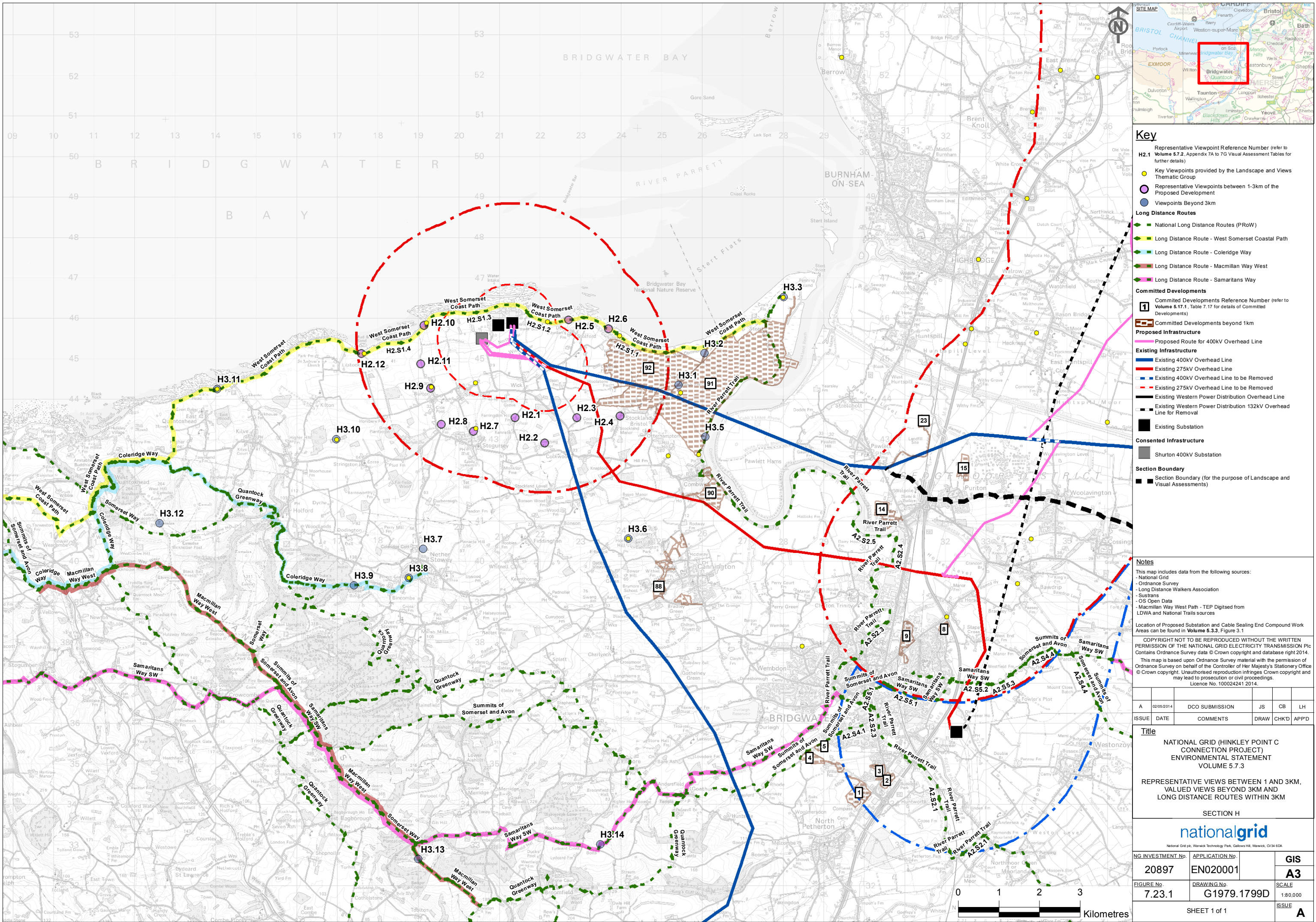


Figure 7.23 - Sequential and Representative Visual Receptors between 1 and 3km and Valued Views beyond 3km: Hinkley Line Entries



Key

- Representative Viewpoint Reference Number (refer to Volume 5.7.2, Appendix 7A to 7G Visual Assessment Tables for further details)
- Key Viewpoints provided by the Landscape and Views Thematic Group
- Representative Viewpoints between 1-3km of the Proposed Development
- Viewpoints Beyond 3km

Long Distance Routes

- National Long Distance Routes (PRow)
- Long Distance Route - West Somerset Coastal Path
- Long Distance Route - Coleridge Way
- Long Distance Route - Macmillan Way West
- Long Distance Route - Samaritans Way

Committed Developments

- Committed Developments Reference Number (refer to Volume 5.17.1, Table 7.17 for details of Committed Developments)
- Committed Developments beyond 1km

Proposed Infrastructure

- Proposed Route for 400kV Overhead Line

Existing Infrastructure

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

Consented Infrastructure

- Shurton 400kV Substation

Section Boundary

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

Notes

This map includes data from the following sources:

- National Grid
- Ordnance Survey
- Long Distance Walkers Association
- Sustrans
- OS Open Data
- Macmillan Way West Path - TEP Digitised from LDWA and National Trails sources

Location of Proposed Substation and Cable Sealing End Compound Work Areas can be found in Volume 5.3.3, Figure 3.1

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ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD
<div>Title</div> <div>NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.7.3</div> <div>REPRESENTATIVE VIEWS BETWEEN 1 AND 3KM, VALUED VIEWS BEYOND 3KM AND LONG DISTANCE ROUTES WITHIN 3KM</div> <div>SECTION H</div> <div><div><div></div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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Figure 7.24 - Photograph Viewpoint Locations within 1km: Hinkley Line Entries

