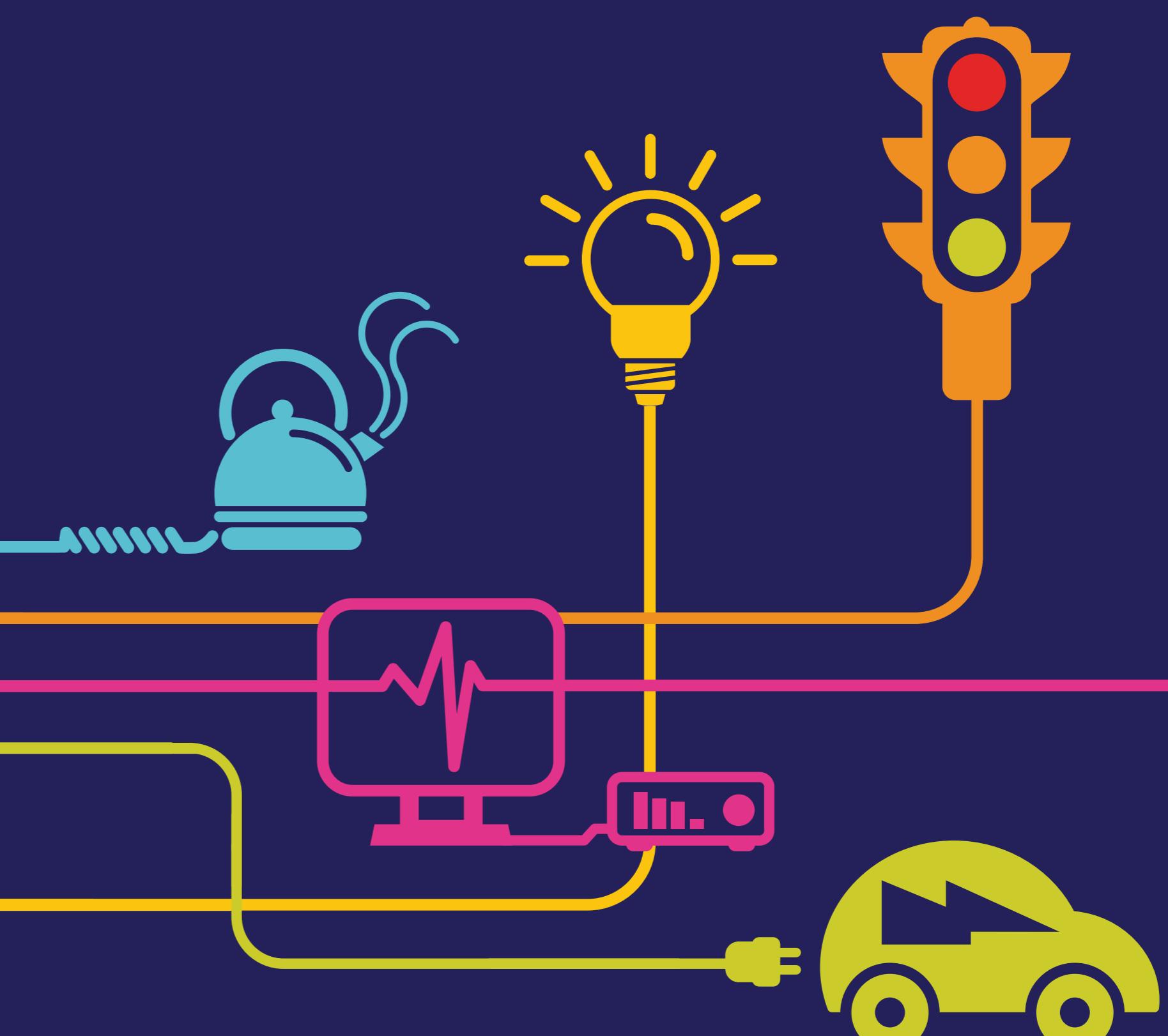


Environmental Statement Photomontages 99 to 103

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

5.18.2 – Photomontages (orange highlight indicates the contents of this Volume)

Figure	Title
Volume 5.18.2.1	
18.2.1	VPA1 on completion and 15 years mitigation
18.2.2	VPA3 on completion and after 15 years
18.2.3	VPA4 on completion and after 15 years
18.2.4	VPA5 during operation
18.2.5	VPA6 during operation
Volume 5.18.2.2	
18.2.6	VPA7 on completion and after 15 years
18.2.7	VPA8 during operation
18.2.8	VPA9 on completion and after 15 years
18.2.9	VPB1 during operation
18.2.10	VPB2 during operation
18.2.11	VPB3 during operation
Volume 5.18.2.3	
18.2.12	VPB4 during operation
18.2.13	VPB5 during operation
18.2.14	VPB6 during operation
18.2.15	VPB7 during operation
18.2.16	VPB8 during operation
18.2.17	VPB9 during operation
18.2.17A	VPB29 during operation
Volume 5.18.2.4	
18.2.18	VPB10 during operation
18.2.19	VPB11 during operation
18.2.20	VPB12 during operation
18.2.21	VPB13 during operation
18.2.22	VPB14 during operation
18.2.23	VPB15 during operation
18.2.24	VPB16 during operation
Volume 5.18.2.5	
18.2.25	VPB17 during operation
18.2.26	VPB18 during operation
18.2.27	VPB19 winter view on completion and after 15 years
18.2.28	VPB19 Summer view on completion and after 15 years
18.2.29	VPB20 on completion and after 15 years
18.2.30	VPB21 during operation
18.2.31	VPB22 during operation

Figure	Title
Volume 5.18.2.6	
18.2.32	VPB23 winter view on completion and after 15 years
18.2.33	VPB23 summer view on completion and after 15 years
18.2.34	VPB24 during operation
18.2.35	VPB25 during operation
18.2.36	VPB26 during operation
18.2.37	VPB27 during operation
18.2.38	VPB28 during operation
Volume 5.18.2.7	
18.2.39	VPC1 during operation
18.2.40	VPC2 on completion and after 15 years
18.2.41	VPC3 during operation
18.2.42	VPC4 during operation
18.2.43	VPC5 during operation
18.2.44	VPC6 on completion and after 15 years
18.2.45	VPC15 during operation
18.2.46	VPC7 during operation
Volume 5.18.2.8	
18.2.47	VPC8 during operation
18.2.48	VPC9 during operation
18.2.49	VPC10 during operation
18.2.50	VPC11 during operation
18.2.51	VPC12 on completion and after 15 years
18.2.52	VPC13 on completion and after 15 years
Volume 5.18.2.9	
18.2.53	VPC14 during operation
18.2.54	VPD1 winter view on completion and after 15 years
18.2.55	VPD1 summer view on completion and after 15 years
18.2.56	VPD19 winter view on completion and after 15 years
18.2.57	VPD19 summer view on completion and after 15 years
Volume 5.18.2.10	
18.2.58	VPD20 winter view on completion and after 15 years
18.2.59	VPD20 summer view on completion and after 15 years
18.2.60	VPD2 on completion and after 15 years
18.2.61	VPD3 during operation
18.2.62	VPD4 during operation
Volume 5.18.2.11	
18.2.63	VPD5 during operation
18.2.64	VPD6 during operation
18.2.65	VPD7 during operation
18.2.66	VPD8 during operation
18.2.67	VPD9 during operation
18.2.68	VPD21 during operation
18.2.69	VPD10 during operation
Volume 5.18.2.12	
18.2.70	VPD22 during operation
18.2.71	VPD11 during operation
18.2.72	VPD12 during operation
18.2.73	VPD13 during operation
18.2.74	VPD14 during operation
18.2.75	VPD15 during operation
Volume 5.18.2.13	
18.2.76	VPD16 during operation
18.2.77	VPD23 during operation
18.2.78	VPD17 during operation
18.2.79	VPD18 during operation
18.2.80	VPD24 during operation

Figure	Title
18.2.81	VPD25 during operation
18.2.82	VPE1 during operation
Volume 5.18.2.14	
18.2.83	VPE9 during operation
18.2.84	VPE2 preferred route Option A and alternative route Option B during operation
18.2.85	VPE3 during operation
18.2.86	VPE4 preferred route Option A and alternative route Option B during operation
18.2.87	VPE5 preferred route Option A and alternative route Option B during operation
Volume 5.18.2.15	
18.2.88	VPE10 preferred route Option A and alternative route Option B during operation
18.2.89	VPE8 preferred route Option A and alternative route Option B during operation
18.2.90	VPE6 during operation
18.2.91	VPE7 preferred route Option A and alternative route Option B during operation
Volume 5.18.2.16	
18.2.92	VPF1 preferred route Option A and alternative route Option B during operation
18.2.93	VPF2 preferred route Option A and alternative route Option B during operation
18.2.94	VPF7 preferred route Option A and alternative route Option B during operation
18.2.95	VPF3 preferred route Option A and alternative route Option B during operation
Volume 5.18.2.17	
18.2.96	VPF4 preferred route Option A and alternative route Option B during operation
18.2.97	VPF5 preferred route Option A and alternative route Option B during operation
18.2.98	VPF6 preferred route Option A and alternative route Option B during operation
Volume 5.18.2.18	
18.2.99	VPG1 during operation
18.2.100	VPG2 during operation
18.2.101	VPG3 during operation
18.2.102	VPG4 during operation
18.2.103	VPG5 during operation
Volume 5.18.2.19	
18.2.104	VPG6 during operation
18.2.105	VPG7 during operation
18.2.106	VPG8 preferred route Option A and alternative route Option B during operation
18.2.107	VPG9 during operation
Volume 5.18.2.20	
18.2.108	VPH1 on completion and after 15 years
18.2.109	VPH2 on completion and after 15 years
18.2.110	VPH3 on completion and after 15 years
Volume 5.18.2.21	
18.2.111	VPH4 on completion and after 15 years
18.2.112	VPH5 on completion and after 15 years
18.2.113	VPH6 on completion and after 15 years



Existing view

Existing view from play area between Napier Square and King Street in Avonmouth, looking west towards Avonmouth Docks (Section G)



Anticipated view during operation

Anticipated view of the 400kV overhead line supported by steel lattice pylons during operation

Viewing Information

This is a composite image made up of 5 No. 50mm photographs joined together horizontally to form an overall field of view which is wider than that seen in detail by the human eye.

For correct perspective viewing, this image must be viewed at an exact distance of 300mm with one eye whilst curving the image in an exact arc of 120.25 degrees. This image should only be assessed in the real landscape from the same viewpoint.

When not in the real landscape in order to provide an accurate representation images should be viewed with one eye by panning across a flat image with the eye remaining at the recommended viewing distance of 300mm from the image.

'This document relates to paragraph 5(2)(q) of the Infrastructure Planning (Applications: prescribed forms and procedure) Regulations 2009'

Light Detection and Ranging (LIDAR) level data typically at 40 points per/m² and also data at 1m and 2m intervals was used for topographical information.

Steel lattice pylon

- Frame - grey steel material
- Insulator - light blue/grey composite material
- Twin conductor bundle

Date of photograph: 28/03/2013
Lens type: 50mm (digital full frame camera)

Distance to the nearest proposed lattice pylon: 155m
OS reference of viewpoint:
X= 351363.059 Y= 178324.983

Direction of view: 279.31° (west)
Viewpoint height: 8.876m AOD

Horizontal field of view: 120.25°
Viewing distance approx 300mm at A1



A 07/03/2014 DCO Submission LG NH NH

ISSUE DATE COMMENTS DRAWN CHECKED APPROVED

Title

NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.18.2

VERIFIED PHOTOMONTAGE
VIEWPOINT VPG1

nationalgrid

National Grid plc, Warwick Technology Park, Galvans Hill, Warwick, CV34 6QA

NG INVESTMENT NO. APPLICATION NO. IN

20897 EN020001 A1

FIGURE NO. DRAWING NO. SCALE

18.2.99 IN1979.009A NTS

SHEET 1 OF 1 ISSUE

A



Existing view

Existing view from Regional Cycle Route 10 on the bridge over the M49 motorway on Moorhouse Lane in Avonmouth, looking southwest along the G Route and BW Route towards industrial buildings and wind turbines (Section G)



Anticipated view during operation

Anticipated view of the 400kV overhead line supported by steel lattice pylons during operation (with a section of the G Route and four trees removed)

Viewing Information

This is a composite image made up of 5 No. 50mm photographs joined together horizontally to form an overall field of view which is wider than that seen in detail by the human eye.

For correct perspective viewing, this image must be viewed at an exact distance of 300mm with one eye whilst curving the image in an exact arc of 119.15 degrees. This image should only be assessed in the real landscape from the same viewpoint.

When not in the real landscape in order to provide an accurate representation images should be viewed with one eye by panning across a flat image with the eye remaining at the recommended viewing distance of 300mm from the image.

*This document relates to paragraph 5(2)(q) of the Infrastructure Planning (Applications: prescribed forms and procedure) Regulations 2009

Light Detection and Ranging (LiDAR) level data typically at 40 points per/m² and also data at 1m and 2m intervals was used for topographical information.

Steel lattice pylon

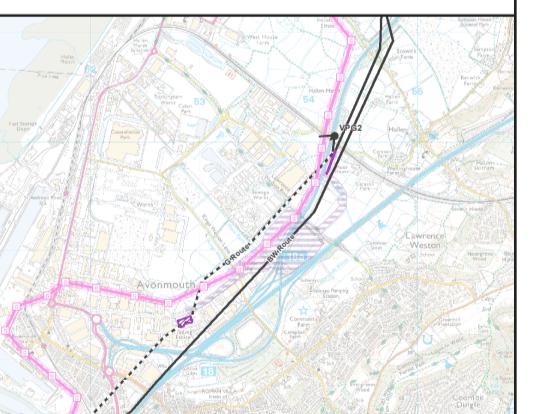
- Frame - grey steel material
- Insulator - light blue/grey composite material
- Twin conductor bundle

Date of photograph: 13/11/2013
Lens type: 50mm (digital full frame camera)

Distance to the nearest proposed lattice pylon: 168m
OS reference of viewpoint:
X= 354240.794 Y= 180057.628

Direction of view: 226.84° (south west)
Viewpoint height: 15.489m AOD

Horizontal field of view: 119.15°
Viewing distance approx 300mm at A1



A 07/03/2014 DCO Submission LG NH NH
ISSUE DATE COMMENTS DRAWN CHECKED APPROVED

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.18.2
VERIFIED PHOTOMONTAGE
VIEWPOINT VPG2

nationalgrid
National Grid plc, Warwick Technology Park, Galvans Hill, Warwick, CV34 6QA

NG INVESTMENT NO.	APPLICATION NO.	IN
20897	EN020001	A1
FIGURE NO.	DRAWING NO.	SCALE
18.2.100	IN1979.009A	NTS
SHEET 1 OF 1		ISSUE
		A



Existing view

Existing view from PRoW on Spaniorum Hill off Berwick Lane east of Spaniorum Farm, looking west across fields towards Seabank Power Station and the adjacent Seabank Substation, a gas works and Severn Bridge; with the DA Route, G Route, BW Route, 2VL Route and several wind turbines visible above trees (Section G)



Anticipated view during operation

Anticipated view of the 400kV overhead line supported by steel lattice pylons and the Seabank Substation extension visible in the distance above trees during operation and a section of the G Route, BW Route and the DA Route removed at the connection to Seabank Substation

Viewing Information

This is a composite image made up of 4 No. 50mm photographs joined together horizontally to form an overall field of view which is wider than that seen in detail by the human eye.

For correct perspective viewing, this image must be viewed at an exact distance of 300mm with one eye whilst curving the image in an exact arc of 98.5 degrees. This image should only be assessed in the real landscape from the same viewpoint.

When not in the real landscape in order to provide an accurate representation images should be viewed with one eye by panning across a flat image with the eye remaining at the recommended viewing distance of 300mm from the image.

'This document relates to paragraph 5(2)(q) of the Infrastructure Planning (Applications: prescribed forms and procedure) Regulations 2009'

Light Detection and Ranging (LiDAR) level data typically at 40 points per/m² and also data at 1m and 2m intervals was used for topographical information.

Steel lattice pylon

- Frame - grey steel material
- Insulator - light blue/grey composite material
- Twin conductor bundle

Date of photograph: 13/11/2013													
Lens type: 50mm (digital full frame camera)													
Distance to the nearest proposed lattice pylon: 2219m													
OS reference of viewpoint: X= 356279.336 Y= 181721.445													
Direction of view: 267.9° (west) Viewpoint height: 27.262m AOD													
Horizontal field of view: 98.5° Viewing distance approx 300mm at A1													
<table border="1"> <tr> <td>A</td> <td>07/03/2014</td> <td>DCO Submission</td> <td>LG</td> <td>NH</td> <td>NH</td> </tr> <tr> <td>ISSUE</td> <td>DATE</td> <td>COMMENTS</td> <td>DRAW</td> <td>CHKD</td> <td>APPD</td> </tr> </table>		A	07/03/2014	DCO Submission	LG	NH	NH	ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD
A	07/03/2014	DCO Submission	LG	NH	NH								
ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD								
Title NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.18.2													
VERIFIED PHOTOMONTAGE VIEWPOINT VP03													
<table border="1"> <tr> <td>NG INVESTMENT NO.</td> <td>APPLICATION NO.</td> <td>IN</td> </tr> <tr> <td>20897</td> <td>EN020001</td> <td>A1</td> </tr> <tr> <td>FIGURE NO. 18.2.101</td> <td>DRAWING NO. IN1979.009A</td> <td>SCALE NTS</td> </tr> <tr> <td colspan="2">SHEET 1 OF 1</td> <td>ISSUE A</td> </tr> </table>		NG INVESTMENT NO.	APPLICATION NO.	IN	20897	EN020001	A1	FIGURE NO. 18.2.101	DRAWING NO. IN1979.009A	SCALE NTS	SHEET 1 OF 1		ISSUE A
NG INVESTMENT NO.	APPLICATION NO.	IN											
20897	EN020001	A1											
FIGURE NO. 18.2.101	DRAWING NO. IN1979.009A	SCALE NTS											
SHEET 1 OF 1		ISSUE A											



Existing view

Existing view from PRoW BCC/555/40 on Severn Road, west of the bridge over the M49 motorway, looking northwest towards Hallen Marsh, Hallen Industrial Estate and Seabank Power Station in the distance with the G Route, BW Route and two wind turbines visible above trees (Section G)



Anticipated view during operation

Anticipated view of the 400kV overhead line supported by steel lattice pylons during operation and a section of the G Route, BW Route and the DA Route removed at the connection to Seabank Substation (with five trees removed)

Viewing Information

This is a composite image made up of 6 No. 50mm photographs joined together horizontally to form an overall field of view which is wider than that seen in detail by the human eye.

For correct perspective viewing, this image must be viewed at an exact distance of 300mm with one eye whilst curving the image in an exact arc of 138.5 degrees. This image should only be assessed in the real landscape from the same viewpoint.

When not in the real landscape in order to provide an accurate representation

images should be viewed with one eye by panning across a flat image with the eye remaining at the recommended viewing distance of 300mm from the image.

This document relates to paragraph 5(2)(g) of the Infrastructure Planning (Applications: prescribed forms and procedure) Regulations 2009

Light Detection and Ranging (LIDAR) level data typically at 40 points per/m² and also data at 1m and 2m intervals was used for topographical information.

Steel lattice pylon

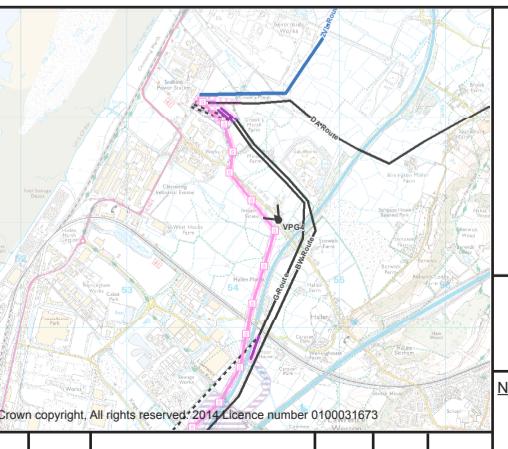
- Frame - grey steel material
- Insulator - light blue/grey composite material
- Twin conductor bundle

Date of photograph: 12/11/2013
Lens type: 50mm (digital full frame camera)

Distance to the nearest proposed lattice pylon: 315m
OS reference of viewpoint:
X= 354429.253 Y= 181023.148

Direction of view: 316.62° (north)
Viewpoint height: 11.515m AOD

Horizontal field of view: 138.5°
Viewing distance approx 300mm at A1



Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.18.2
VERIFIED PHOTOMONTAGE
VIEWPOINT VPG4

nationalgrid

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

IN
A1

FIGURE NO. 18.2.102 DRAWING NO. IN1979.009A

SCALE NTS

SHEET 1 OF 1

ISSUE A



Existing view

Existing view from the settlement edge of Lawrence Weston near Hill End Drive and Royal Close, looking west over fields towards industry in Avonmouth, Seabank Power Station and a gas works with the G Route, BW Route and several wind turbines visible above trees in the distance (Section G)



Anticipated view during operation

Anticipated view of the 400kV overhead line supported by steel lattice pylons visible above trees in the distance during operation with a section of the G route removed

Viewing Information

This is a composite image made up of 4 No. 50mm photographs joined together horizontally to form an overall field of view which is wider than that seen in detail by the human eye.

For correct perspective viewing, this image must be viewed at an exact distance of 300mm with one eye whilst curving the image in an exact arc of 99.16 degrees. This image should only be assessed in the real landscape from the same viewpoint.

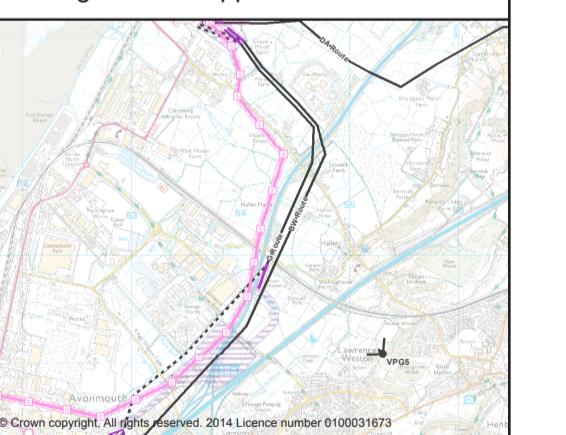
When not in the real landscape in order to provide an accurate representation images should be viewed with one eye by panning across a flat image with the eye remaining at the recommended viewing distance of 300mm from the image.

'This document relates to paragraph 5(2)(q) of the Infrastructure Planning (Applications: prescribed forms and procedure) Regulations 2009'

Light Detection and Ranging (LIDAR) level data typically at 40 points per/m² and also data at 1m and 2m intervals was used for topographical information.

Steel lattice pylon

- Frame - grey steel material
- Insulator - light blue/grey composite material
- Twin conductor bundle

Date of photograph: 13/11/2013 Lens type: 50mm (digital full frame camera)			
Distance to the nearest proposed lattice pylon: 1348m OS reference of viewpoint: X= 355301.957 Y= 179097.162			
Direction of view: 316.36° (north) Viewpoint height: 37.537m AOD			
Horizontal field of view: 99.16° Viewing distance approx 300mm at A1			
 <small>© Crown copyright. All rights reserved. 2014 Licence number 010003173</small>			
A	07/03/2014	DCO Submission	LG NH NH
ISSUE DATE	COMMENTS	DRAW	CHKD APD
Title NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.18.2 VERIFIED PHOTOMONTAGE VIEWPOINT VP65 nationalgrid <small>National Grid plc, Warwick Technology Park, Galvans Hill, Warwick, CV34 6QA</small>			
NG INVESTMENT NO.	APPLICATION NO.	IN	
20897	EN020001	A1	
FIGURE NO.	DRAWING NO.	SCALE	
18.2.103	IN1979.009A	NTS	
SHEET 1 OF 1		ISSUE	
		A	