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GILLESPIES

APPENDIX 6.C : VIEWPOINT APPRAISAL

VIP SNOWDONIA

P10711-00-001-707

NOVEMBER 2019 : REVISION 03

WRITTEN	CHECKED	APPROVED	DATE	REVISION	COMMENTS
RG			26.11.19	01	CHANGED FROM VIEWPOINT ASSESSMENT TO VIEWPOINT APPRAISAL
RG			02.12.19	02	REVISED FOLLOWING NG COMMENT
RG	HJ	SG	11.02.19	03	UPDATED FOLLOWING MINOR DESIGN CHANGES

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01

SECTION 01
INTRODUCTION



SECTION 01




INTRODUCTION

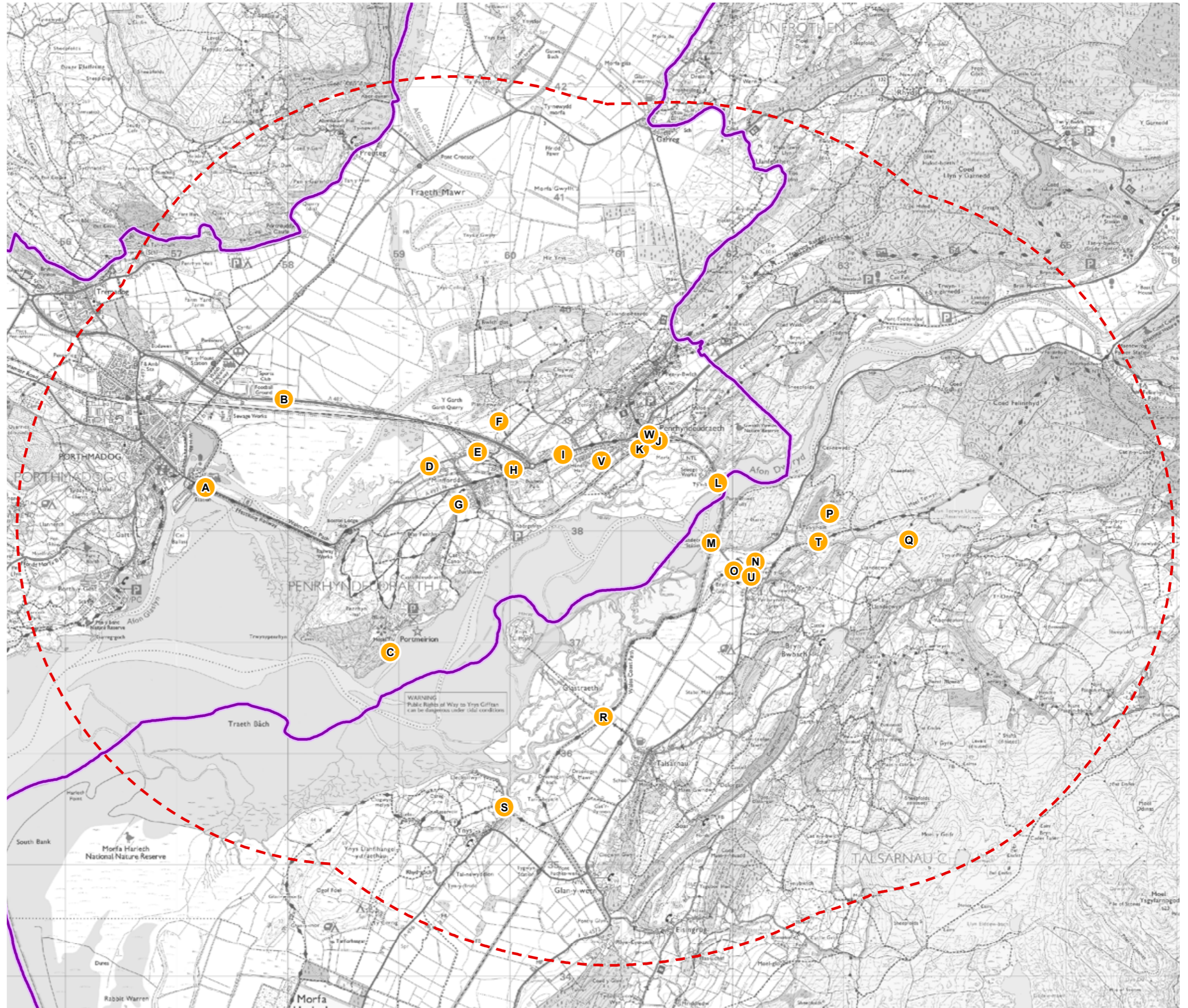
24 viewpoints have been selected to illustrate the visibility of the Visual Impact Provision (VIP) Snowdonia Project (here on referred to as the Proposed Project) from within the Study Area. The viewpoints are representative of views from a range of receptors, distances and directions.

ASSUMPTIONS, LIMITATIONS AND TECHNICAL INFORMATION

- These photographs have been taken and produced in line with guidelines laid out by the Landscape Institute in their Advice Note of 01/11 Use of Photography and Photomontage in Landscape and Visual Assessment
- Photographs were taken towards the Proposed Project from publicly accessible areas. Cameras were set at a standard viewing height of 1.5 m.
- All photography was taken on site by Gillespies between February 2017 and March 2019 using a Canon EOS 6D Digital SLR Camera with approximately 20.2 effective megapixels and a Canon 50mm lens.
- The 90 degree panoramic views are generated from a number of separate images taken in sequence and stitched together using PTGui panoramic image stitching software.
- The wireframe views are generated using TrueViewVisuals® Software.
- Photographs shown are not scaled.
- It is important to note that photographic images alone cannot provide the visual experience of a human observer in the field and should therefore be considered an aide-mémoire: detailed assessment and considered judgements can only be made on the basis of site inspection.

Legend

-  3KM STUDY AREA
-  SNOWDONIA NATIONAL PARK BOUNDARY
-  VIEWPOINTS



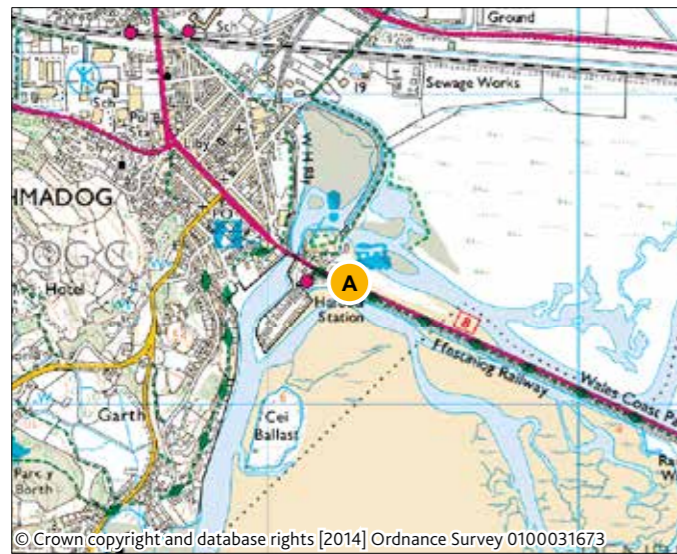


SECTION 2
VIEWPOINTS

VIEWPOINT A

FROM THE COB AT PORTHMADOG LOOKING ACROSS AFON GLASLYN

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 57265 38395
Approx Elevation	2.1 m
Direction of View	ENE, 75°
Approx Distance to Development	2.17 km (to the proposed western tunnel head house)
Weather / Visibility	Overcast/ Good
Time/ Date	14.00, 9th February 2017
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

This location affords a panoramic view over Traeth Mawr to northern parts of Snowdonia National Park. The Minffordd Peninsula occupies the mid ground of the view. The view is recognised as being highly valued; indeed it is referenced as an example of a highly valued view in GLVIA3 (Paragraph 6.37) due to the view featuring in well-known Welsh paintings. Views from the Cob are also promoted in tourist information. In the foreground of the view a wooden fence and a line of scrub vegetation filter views of low lying salt marsh beyond which the Glaslyn river meanders through.

The exposed rock face related to Garth Quarry is visible on the far side of the salt marsh in the middle distance.

The buildings which form part of the quarry are visible above the surrounding woodland. A relatively small number of residential properties are also visible amongst the high prevalence of mature trees on the Minffordd Peninsula. In the centre of the view the gantry structure of the Garth Sealing End Compound (SEC), terminal pylon 4ZC037 and pylon 4ZC036 are visible in the middle distance to the right of the quarry. Additional pylons of the VIP subsection are also discernible against the backdrop of the rising slopes of the Snowdonian mountains.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (39° FIELD OF VIEW)



VIEWPOINT A: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

It is anticipated that short to mid-term construction activities would be visible as a relatively small component in the mid-ground of this panoramic view. Activity, plant and vehicle movement associated with the west tunnel head house construction compound would be visible in the context of a view, which also currently comprises a working quarry. During construction, the magnitude of effect would therefore be **low to medium**.

During operation it is anticipated that the proposed west tunnel head house would be visible as a very small component of a view, located approximately 2.17 km away. At operation year 1 the magnitude of effect of this would be **low to very low**, by year 15 this would reduce to **very low** due to the maturation of mitigation planting.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

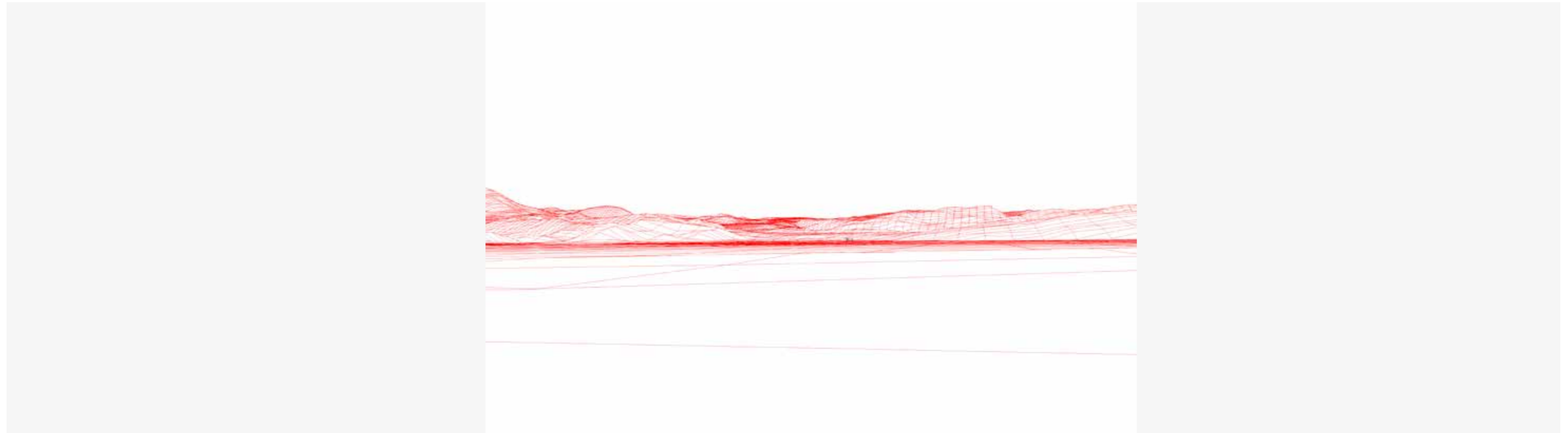
REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

During construction, very short-term construction machinery and activities would be visible in the mid-ground of this panoramic view in the context of a view, which also currently comprises a working quarry. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure

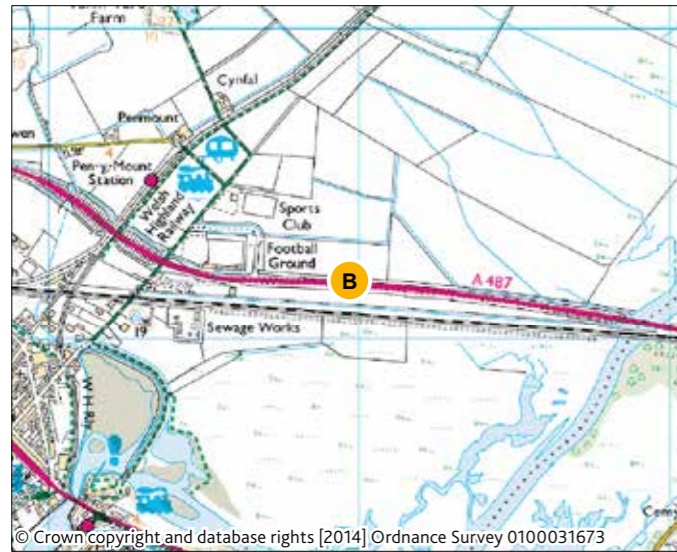
within the view; albeit it is located approximately 2.4 km away. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **low to medium**.

WIRE-FRAME OF PROPOSED DEVELOPMENT FROM THE VIEWPOINT (39° FIELD OF VIEW)



VIEWPOINT B: BASELINE FROM THE A487 LOOKING SOUTH EAST

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

LOCATION DETAILS

Grid Reference	SH 57971 39190
Approx Elevation	2.7m
Direction of View	SE, 133°
Approx Distance to Development	1.53 km (to the proposed western tunnel head house)
Weather / Visibility	Clear/ Good Visibility
Time/ Date	11.21, April 18 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view, the A487 cuts across the flat base of the Glaslyn Valley. A drainage channel bounded by post and wire fences runs along the northern side of the A487. To the south of the A487 an engineered grassy bund foreshortens views to the immediate south. Garth Quarry is visible in the left of the field of view.

A number of pylons are visible in the middle distance to the left of the field of vision. These are mostly backclothed with the exception of one which is distantly visible on the skyline above the rocky gorge which rises to Llyn Tecwyn Uchaf Reservoir.

In the centre and mid-ground of the view, intermediate slopes of fields, blocks of woodland and scattered properties are visible on the Minffordd Peninsula. The distant, elevated and undulating skyline is defined by the Rhinog Mountains of Snowdonia National Park.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT B: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the western side of the Dwyrud Estuary would not be visible within this view due to intervening vegetation.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the eastern side of the Dwyrud Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)
During construction, very short-term construction machinery and activities would be visible in the mid-ground of this panoramic view in the context of a view, which also currently comprises a main road and working quarry. During construction, the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view; albeit it is located approximately 1.5 km away. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **medium**.

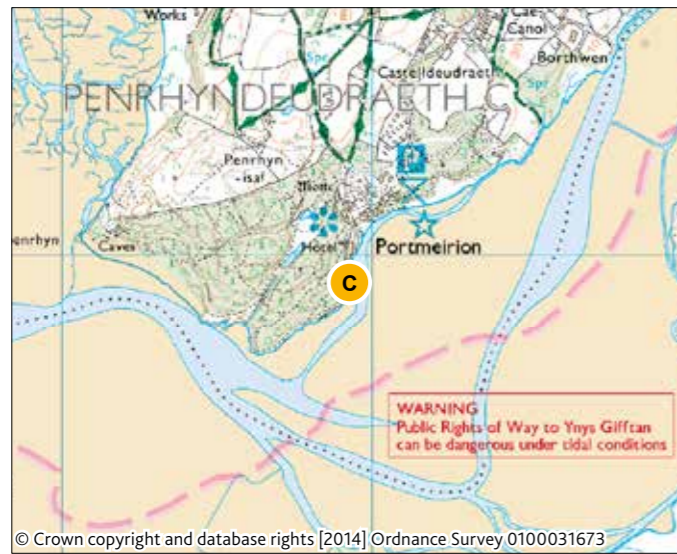
ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT C: BASELINE

C: FROM PORTMEIRION LOOKING NORTH EAST

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 58929 36911
Approx Elevation	1.8m
Direction of View	NE, 60°
Approx Distance to Development	3.68 km (to the proposed eastern tunnel head house)
Weather / Visibility	Sunny/ Clear
Time/ Date	14.08/ April 18, 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

The foreground of the view comprises the expanse of water and sand banks associated with the Dwyryd Estuary (seen in this image at full tide). In the left of the field of vision, the Italianesque architecture of the tourist village of Portmeirion (also a Registered Park and Garden) is visible, rising up the steep wooded slopes of the estuary edge. In the right of the field of vision the Ynys Giffan (island) blends in against the backdrop of the foothills of the Snowdonian Rhinog Mountains. The OHL is visible in the middle distance traversing the estuary and then climbing the steep rocky gorge rising to the Llyn Tecwyn Uchaf [Reservoir]. The backdrop of the view as a whole is made up

of various parts of the Snowdonian mountain ranges. The juxtaposition of the open water of the estuary together with the dramatic mountainous terrain and the distinct vernacular of Portmeirion combine to form a highly scenic and valued view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT C: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

During construction, short to mid-term construction machinery and activities may be just visible in the distance as a very small proportion of this panoramic view. During operation, the rocky landform of Y Garth would screen much of the proposed east tunnel head house. It is anticipated that a small part of the building would be visible which would form a very small component of the view, due to its distance at approximately 3.5km away. Although the ZTV shows that Terminal pylon 4ZC027R would be perceptible, it would also be in the distance, approximately 3.5km away, and as such would form a very small component of a view. The presence of this new pylon would not deviate greatly from the baseline, as it would be viewed as a replacement of existing pylon 4ZC027. During construction, the magnitude of effect would be **very low**. At operation year 1, the magnitude of effect of this would be **very low**, and would remain the same at year 15.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

During construction, very short-term construction machinery and activities would be visible as small components in the mid-ground to background of this panoramic view. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view; albeit it is located approximately 3 km to 3.5 km away. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **low to medium**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT D: BASELINE

D: FROM NATIONAL CYCLE ROUTE 8, NORTH WEST OF MINFFORDD

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 59280 38584
Approx Elevation	5m
Direction of View	NE, 23°
Approx Distance to Development	166 m (to the proposed western tunnel head house)
Weather / Visibility	Cloudy/ Moderate
Time/ Date	15.00, April 11 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground to mid-ground of the view there is an open flat, pastoral field, defined by a hedgerow and post and wire fence boundary. Minffordd quarry and its associated infrastructure are visible in the centre and mid-ground of the view. The movement of vehicles on the A487 can be seen against the backdrop of the quarry and the built form associated with the quarry just breaks the skyline. In the right of the field of vision, the terminal pylon 4ZC037 and gantry at Garth SEC are also visible against the skyline. Woodland cover softens the edge of the quarry landform. In the far left and right of the field of vision, woodland foreshortens views. On a clear day part of the Snowdonian

mountains can be distantly seen in the left of the field of vision.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT D: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

During construction, it is anticipated that short to mid-term construction activities and machinery would be prominent within this view. The construction site would take up a notable area within the mid ground of this large, flat pastoral field. Construction activity, equipment, storage and vehicle movement associated with the construction of the infrastructure to the western side of the Dwyryd Estuary would be visible in the context of a view, which also comprises a working quarry and movement of vehicles on the A487. During construction the magnitude of effect would therefore be **medium to high**.

During operation, the proposed west tunnel head house compound and building would form a noticeable component of this view. The proposed alterations to the existing Garth Sealing End Compound would, however, be almost indiscernible. This is because the proposed new vertical equipment would be of a much lower height to the existing gantry and much of the change would be screened by intervening vegetation. At operation year 1 the magnitude of effect of this would be **medium**, by year 15 this would reduce to **low** due to the effectiveness of mounding and maturation of mitigation planting.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

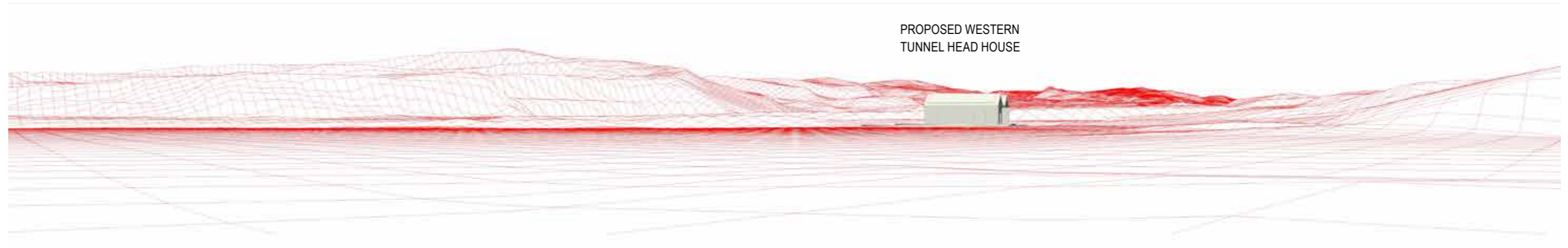
During construction, very short construction machinery and activities would be visible above intervening vegetation in the mid-ground of this view. This would be in the context of a view, which also currently comprises the movement of vehicles on the A487 and a working quarry. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **medium**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



WIRE-FRAME OF PROPOSED DEVELOPMENT FROM THE VIEWPOINT



VIEWPOINT E: BASELINE

E: FROM NATIONAL CYCLE ROUTE 8, NORTH OF MINFFORDD

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 59714 38707
Approx Elevation	14.4 m
Direction of View	WNW, 300°
Approx Distance to Development	107 m (to pylon 4ZC037 proposed to be removed)
Weather / Visibility	Clear, Very Good
Time/ Date	11:59, April 4 2017
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view is a local lane bordered by a drystone wall. Beyond this a small steep paddock with scattered small trees and a shed. In the left of the field of vision residential properties and gardens are visible surrounded by vegetation. Forming the focus, in the centre and mid-ground of the view is the terminal pylon 4ZC037 and Garth SEC.

Garth Quarry is visible the right of the field of vision and the movement of vehicles on the A487 can be seen through intervening vegetation against the backdrop of the quarry. The Moel Hebog range of Snowdonia forms the majority of

the backdrop of the view. The distinctive coastal hill of Moel Y Gest is visible in the left of the field of vision.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT E: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

During construction, short-term construction machinery and activities associated with the alterations to the existing Garth Sealing End Compound would be visible in the fore to mid-ground of this view. The construction compound associated with the west tunnel head house would be screened by intervening vegetation to the left of the field of view. The construction of alterations proposed to the SEC would be visible in the context of a view, which currently comprises existing Sealing End infrastructure and a terminal pylon, a working quarry and traffic moving along the A487. During construction, the magnitude of effect would therefore be **low**.

During operation, the proposed west tunnel head house and compound would not be visible due to intervening vegetation. The proposed alterations to the existing Garth Sealing End Compound would be almost indiscernible. This is because the proposed new vertical equipment would be of a much lower height to the existing gantry and would be visible as a relatively small component of the view. At operation year 1 the magnitude of effect of this would be **low**, by year 15 the magnitude of change would in fact become **low to medium** and positive due to the maturation of mitigation planting.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

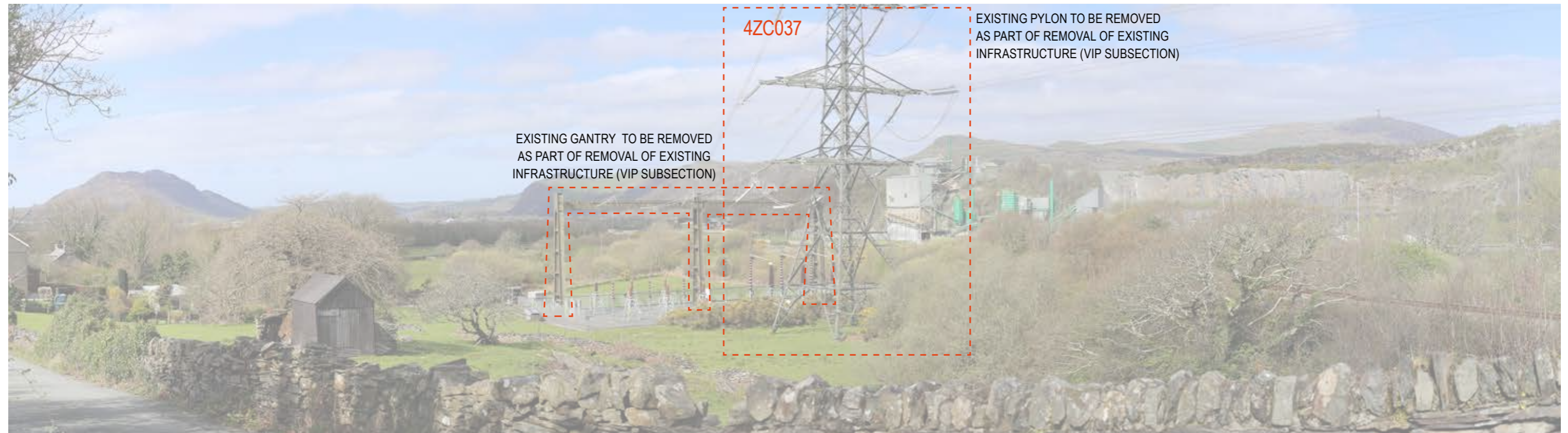
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

During construction, short-term construction machinery and activities would be visible within and around the existing Garth sealing end compound in the mid-ground of this panoramic view. This would be in the context of a view, which also currently comprises the movement of vehicles on the A487 and a working quarry. During construction, the magnitude of effect would be **low**.

During operation the removal of the existing VIP subsection (which would include the existing gantry within Garth sealing end compound) would greatly reduce the influence of large-scale infrastructure within the view. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT F: BASELINE

F: FROM LOCAL PUBLIC RIGHT OF WAY NEAR PLAS NEWYDD

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

LOCATION DETAILS

Grid Reference	SH 59906 38989
Approx Elevation	8.2 m
Direction of View	SW, 225°
Approx Distance to Development	216 m (to pylon 4ZC036 proposed to be removed)
Weather / Visibility	Good/ Clear
Time/ Date	14:41, April 18 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

The foreground of the view comprises rough waterlogged paddocks defined by post and wire fences and lines of boundary vegetation. Aspects of the view are partially filtered by layers of boundary vegetation.

Moving into the mid-ground of the view the topography becomes increasingly undulating. The view is foreshortened by landform. Two pylons are visible through vegetation within the view, with the conductors discernible cutting across the skyline. The gantry structure at Garth SEC is also partially visible through vegetation. In the summer months the level of screening will increase due to leaf cover.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT F: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

During construction, very short construction machinery and activities would be visible in the background of this view. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view; albeit it is partially screened by vegetation. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **low**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT G: BASELINE

G: FROM PUBLIC RIGHT OF WAY ALONGSIDE PORTMEIRION DRIVEWAY

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 59541 38243
Approx Elevation	47.8 m
Direction of View	N, 12°
Approx Distance to Development	536 m (to pylon 4ZC036 proposed to be removed)
Weather / Visibility	Partial cloud/ Good
Time/ Date	11:51, February 9 2017
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view the entrance drive to Portmeirion is lined with mature trees and is flanked by a gravel path (which forms part of the Wales Coast Path). In the right of the field of vision there is a glimpsed view of residential properties and beyond this the OHL.

The trees along the drive filter much of the view. The top of terminal pylon 4ZC037 is visible above the roofs of a small number of residential properties. Beyond this the exposed rock face of Garth Quarry can be seen. The backdrop of the view is comprised of the mountainous terrain of Snowdonia, is partially obscured by vegetation. In the summer

months a higher proportion of the view will be screened as a result due to leaf cover.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT G: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

During construction, short-term tall parts of construction machinery associated with the alterations to the existing Garth Sealing End Compound may be visible above and beyond the roof tops in the mid-ground of this view. Any ground works and ground level activities would be screened by intervening landform, built form and vegetation. The construction compound and activities associated with the west tunnel head house would be completely screened by intervening landform. The glimpsed views of equipment relating to the construction of alterations proposed to the SEC would be visible in the context of a view, which currently comprises existing Sealing End infrastructure, a terminal pylon and a working quarry. During construction the magnitude of effect would therefore be **very low**.

During operation the proposed west tunnel head house and compound would not be visible due to intervening landform. The proposed alterations to the existing Garth Sealing End Compound would also be screened. This is because the proposed new vertical equipment would be of a much lower height to the existing gantry. At operation year 1 the magnitude of effect of this would be **no effect** and would remain so at year 15.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

During construction, short-term construction machinery would be visible above the roofline in the mid-ground of this view. This would be in the context of a view, which also currently comprises a working quarry. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view. Visual amenity would be slightly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **low**.

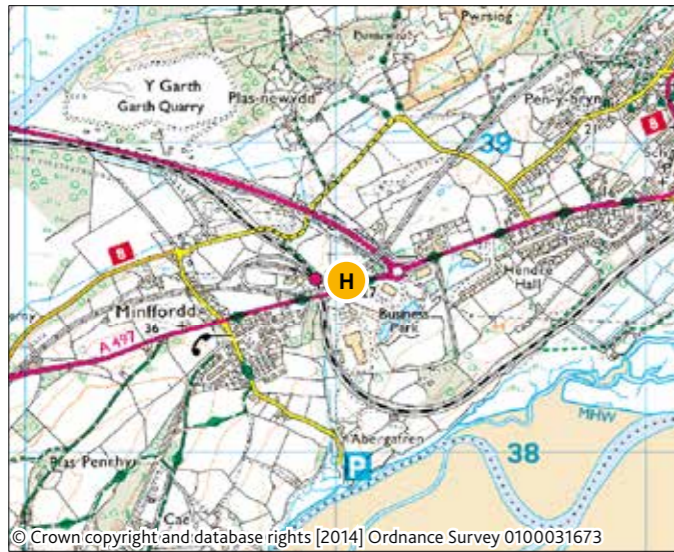
ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT H: BASELINE

H: FROM FFESTINIOG HERITAGE RAILWAY STATION, AT MINFFORDD

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 60037 38555
Approx Elevation	26 m
Direction of View	NNW, 350°
Approx Distance to Development	88 m (to pylon 4ZC035 proposed to be removed)
Weather / Visibility	Clear/ Good
Time/ Date	15:03, April 18 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view the platform Minffordd Station and track of the Ffestiniog Heritage Railway, are visible. Beyond this is a pastoral field bordered by stone walls and post and wire fences. There are a couple of rocky outcrops within the field and scattered mature boundary trees around the edge.

In the mid-ground of the view, the roofs of a small number of properties are visible at the base of a wooded slope. The mountains of Snowdonia partially screened by vegetation are distantly visible forming an aspect of the backdrop to the view. A pylon is visible in the right of the field of vision, with conductors traversing the view from west to east.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT H: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)
During construction, very short-term construction machinery and activities would be visible as a small component in the foreground to mid-ground of this view. During construction the magnitude of effect would therefore be **low**.
During operation the removal of the existing VIP subsection would greatly reduce the influence of large-scale infrastructure within the view. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

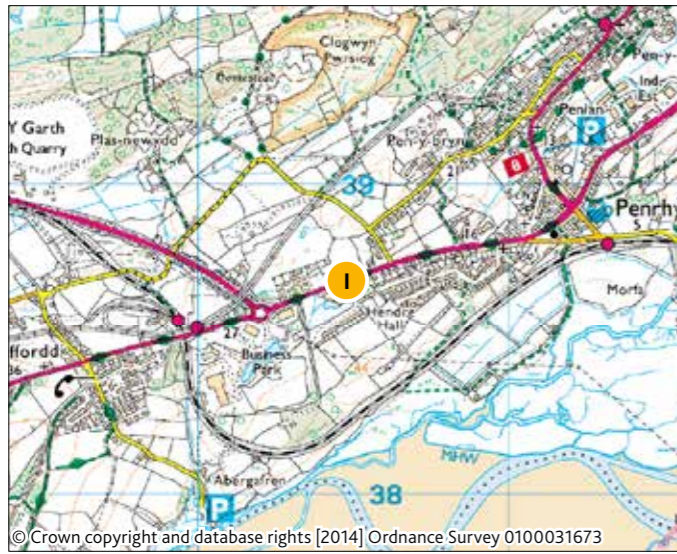
ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT I: BASELINE

I: FROM A487 IN PENRHYNDEUDRAETH

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

LOCATION DETAILS

Grid Reference	SH 60481 38686
Approx Elevation	24.4 m
Direction of View	S, 179°
Approx Distance to Development	236 m (to pylon 4ZC034 proposed to be removed)
Weather / Visibility	Overcast/ Moderate
Time/ Date	16:27, April 11 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

The Snowdonia National Park offices and associated car park dominates the foreground of the view. Beyond this, in the left of the field of vision are residential properties on Trem -Yr -Wyddfa.

The skyline of the view is defined by pylon 4ZC034 together with a number of mature trees located in a field, partially screened by the properties on Trem-Yr-Wyddfa. Due to the proximity of the overhead line the cables can be clearly seen across the entirety of the view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT I: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

During construction, very short-term construction machinery and activities would be visible above the tree canopy as a small component in the background of this view. During construction the magnitude of effect would therefore be very **low**.

During operation the removal of the existing VIP subsection would greatly reduce the influence of large-scale infrastructure within the view; albeit the view is predominantly comprised of built form. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **medium**.

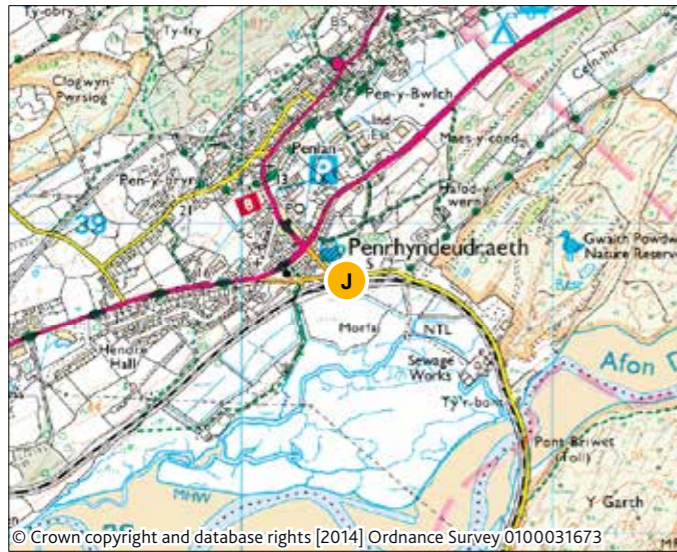
ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT J: BASELINE

J: FROM PENRHYNDEUDRAETH TRAIN STATION

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 61341 38815
Approx Elevation	3.8 m
Direction of View	S, 190°
Approx Distance to Development	410 m (to pylon 4ZC031 proposed to be removed)
Weather / Visibility	Misty/ Moderate
Time/ Date	10:02, April 11 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view a post and wire fence marks the edge of an expansive area of open salt marsh which stretches into the mid-ground of the view. The VIP Subsection crosses the mid-ground of the view, with pylons 4C030, 4C031 and 4C032 being prominent features. The close proximity of the overhead line allows the cables to be easily discerned. In the right of the field of vision an isolated farm house on slightly higher ground surrounded by garden vegetation is visible. The form of Ynys Giffan and the lower slopes of the Rhinog mountains forms the backdrop of the view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT J: APPRAISAL

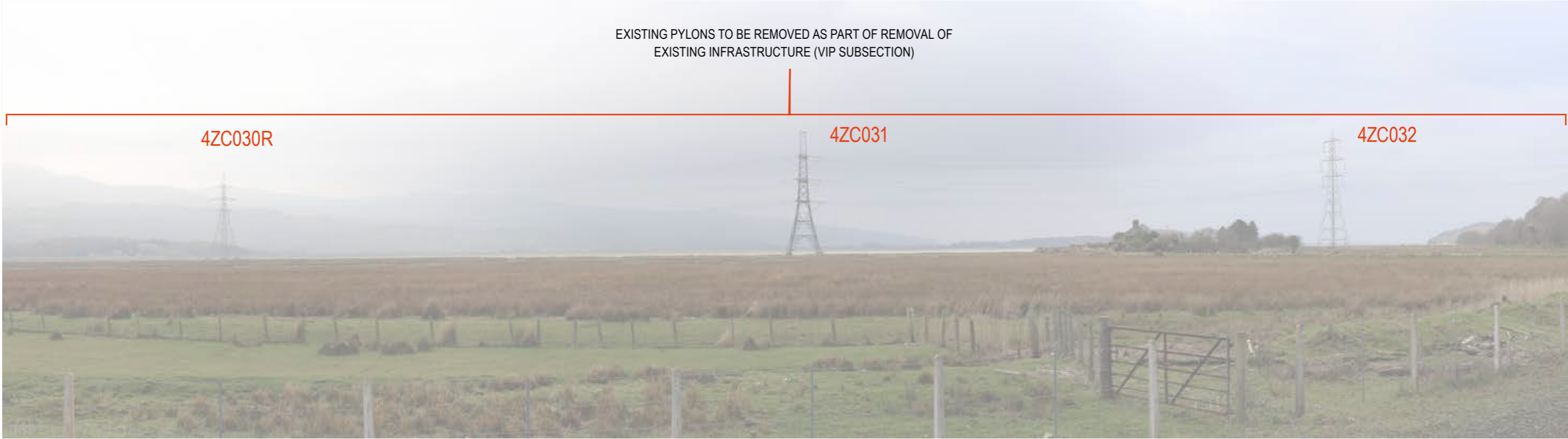
DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)
During construction, very short-term construction machinery and activities would be visible in the mid-ground of this panoramic view. During construction the magnitude of effect would therefore be **low**.
During operation the removal of the existing VIP subsection would remove the influence of large-scale infrastructure within the view which is otherwise devoid of modern day infrastructure. Visual amenity would be greatly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT K: BASELINE

K: FROM PUBLIC RIGHT OF WAY ON SALT MARSH NEAR PENRHYNDEUDRAETH

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 61172 38741
Approx Elevation	3.7 m
Direction of View	S, 170°
Approx Distance to Development	324 m (to pylon 4ZC031 proposed to be removed)
Weather / Visibility	Misty/ Moderate
Time/ Date	09:27, April 11, 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view a gravel lane runs through the flat, open salt marsh to the north of the Dwyryd Estuary. A shallow drainage channel runs alongside the edge of the lane. A post and wire fence encloses the land on either side. To the centre right of the view a stone farmhouse surrounded by associated vegetation is visible. The VIP Subsection traverses the majority of the view, crossing the Dwyryd Estuary and is seen against the backdrop of the lower slopes of the Rhinog mountains.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT K: APPRAISAL

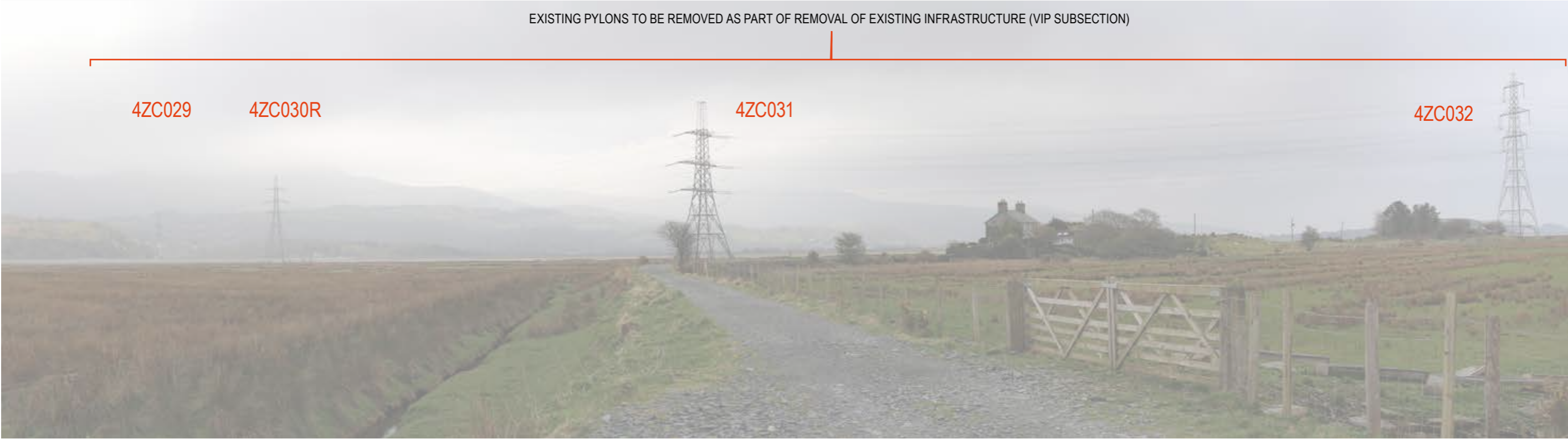
DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)
During construction, very short-term construction machinery and activities would be visible in the foreground to mid-ground of this panoramic view. During construction the magnitude of effect would therefore be **low**.
During operation the removal of the existing VIP subsection would remove the influence of large-scale infrastructure within the view which is otherwise devoid of modern day infrastructure. Visual amenity would be greatly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT L: BASELINE

L: FROM GWAITH POWDWR NATURE RESERVE ADJACENT TO PONT BRIWET

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 61876 38435
Approx Elevation	6.4 m
Direction of View	SW, 232°
Approx Distance to Development	420 m (to pylon 4ZC030 proposed to be removed)
Weather / Visibility	Sunny/ Clear
Time/ Date	13:13, April 18 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view the road approaching Pont Briwet and the Aberystwyth and Welsh Coast Railway (Cambrian mainline) are visible, flanked by safety barriers and fencing. Beyond this, lies the expansive Dwyryd Estuary. The salt marsh is visible in the right of the field of vision and the tidal river and sand banks are visible to the left. Pylon 4C030 stands on the edge of the salt marsh, rising above the skyline. Adjacent to this pylon, the foundations of a former pylon are visible above the water level. The island of Ynys Giffan sits behind pylon 4ZC030 and beyond that is the low lying land on the southern side of the estuary.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT L: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)
During construction, very short-term construction machinery and activities would be visible in the mid-ground of this panoramic view. During construction the magnitude of effect would therefore be **low**.
During operation the removal of the existing VIP subsection would remove the influence of large-scale infrastructure within the view which is otherwise devoid of modern day infrastructure. Visual amenity would be greatly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT M: BASELINE

M: FROM LLANDECWYN TRAIN STATION LOOKING ACROSS DWYRYD ESTUARY

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 61814 37897
Approx Elevation	4.8 m
Direction of View	NW, 298°
Approx Distance to Development	400 m (to pylon 4ZC030 proposed to be removed)
Weather / Visibility	Sunny/ Very good
Time/ Date	13:02, April 18, 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

The expanse of open water of the Dwyryd Estuary (at high tide) forms a large component of the view. The open water of the estuary is oversailed by VIP Subsection. Pylon 4ZC030R is a prominent feature in the view situated on the edge of an area of salt marsh. The concrete foundations of a previously removed pylon stands alongside it projecting out into the water. The overhead line continues rising up over the Minffordd Peninsula, with pylons visible on the skyline.

On the far side of the estuary, a gentle wooded slope rises from beyond the salt marsh. In the right of the field of

vision the settlement of Penrhyndeudraeth is visible rising up the sloping landform. Moel y Gest and the lower slopes of the Moel Hebog range form part of the backdrop of the view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT M: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

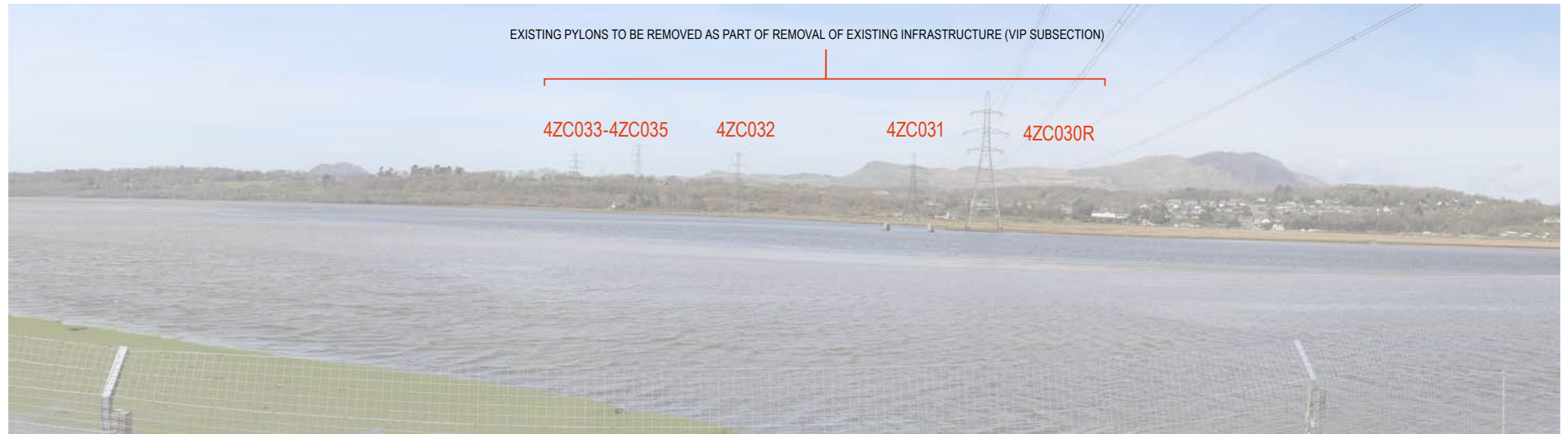
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

During construction, very short-term construction machinery and activities would be visible in the mid-ground of this panoramic view. During construction the magnitude of effect would therefore be **low**.

During operation the removal of the existing VIP subsection would remove the influence of large-scale infrastructure within the view which is otherwise devoid of modern day infrastructure. Visual amenity would be greatly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

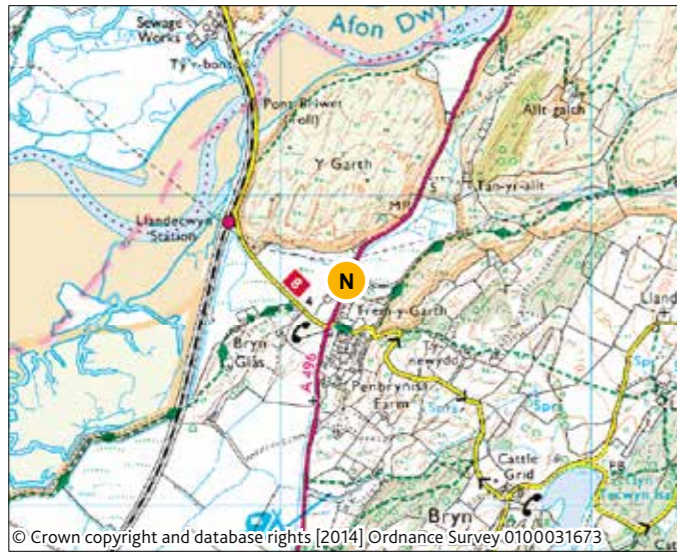
ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT N: BASELINE

N: FROM THE A496 LOOKING NORTH EAST

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 62220 37701
Approx Elevation	4.4m
Direction of View	NE, 48°
Approx Distance to Development	326 m (to the proposed eastern tunnel head house)
Weather / Visibility	Good
Time/ Date	13:36, March 27 2019
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

The A496 is visible in the left hand side of the field of view (beyond this just out of view is pylon 4ZC028). A post and wire fence runs along the edge of the road. The centre foreground of the view comprises an enclosed field of rough/ boggy vegetation with pockets of scattered scrub. To the right hand side of the view the levels of the field rise slightly and the remains of an old stone farm building are visible together with a patch access track. From the edges of the field, the topography rises steeply on all sides. In the centre right of the view the overhead line runs up a steep and rocky gorge.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT N: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

During construction, short to mid-term construction activities and machinery would be visible within the fore to mid-ground this view. The construction of the access road, tunnel shaft and above ground infrastructure would occupy a moderate proportion of this view and as such would detract from visual amenity; albeit the view already comprises an existing OHL. It is anticipated that some areas of scrub and mire vegetation would be removed and/ or temporarily covered over to allow for storage of materials and equipment and earthworks would be undertaken to raise levels in the vicinity of the area proposed for the permanent east tunnel head house compound and also the access road. During construction, the magnitude of effect is considered **medium to high**. During operation, Terminal pylon 4ZC027R would be perceived as a replacement of existing pylon 4ZC027, which would not therefore deviate greatly from the baseline. It is anticipated that the proposed east tunnel head house, associated compound and permanent access road would be visible as a relatively modest component of this view. The proposals take into consideration the sense of place of the local landscape with the architecture taking inspiration from the surrounding rugged and distinctive landform and colours

of the landscape. The landscape proposals not only seek to integrate the development into the landscape, but also aim to provide a complementary setting to the high quality architectural design and sculptural form of the tunnel head house. At operation year 1 the magnitude of effect of this would be **medium**, by year 15 this would reduce to **low to medium** due to the maturation of mitigation planting.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

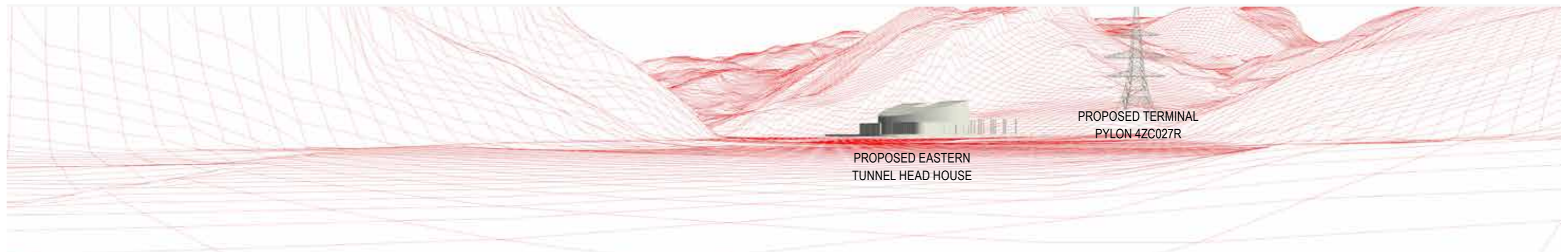
This view is orientated away from the VIP Subsection; as such the the impact of the removal of existing infrastructure would relate to the removal of the conductors which span across the view. As stated in the baseline, pylon 4ZC028 is just out of shot to the left of field of the 90° view. During construction, very short-term construction machinery and activities would be visible in the foreground of this panoramic view. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would result in the removal of conductors which span across much of the view. Visual amenity would therefore be slightly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **very low**. However, just out of shot to the left of field of the 90° view the magnitude of change due to the removal of pylon 4ZC028 would be much higher and beneficial.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



WIRE-FRAME OF PROPOSED DEVELOPMENT FROM THE VIEWPOINT



VIEWPOINT O (EAST): BASELINE

O (EAST): FROM WALES COAST PATH AND NATIONAL CYCLE ROUTE 8

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

LOCATION DETAILS

Grid Reference	SH 62017 37652
Approx Elevation	3.2 m
Direction of View	NE, 57°
Approx Distance to Development	209 m (to pylon 4ZC028 proposed to be removed)
Weather / Visibility	Good
Time/ Date	17.29, February 21 2019
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view a pastoral field is bordered by a post and wire fence and metal field gate. The local road which connects the A496 to the recently rebuilt Pont Briwet is visible running along a slight embankment above the field. On the opposite site of the road mounding and planting partially screen the Welsh Water Treatment Facility. In the centre of a field of vision angle pylon 4ZC028 is visible against the backdrop of the wooded base of the outcrop of Y Garth. This pylon contrasts with the scale of immediate landform. Residential properties forming part of Cilfor are visible to the right of the view. The backdrop of the view is defined by craggy, mountainous topography and landcover.

In the centre right of the view number of pylons can be seen traversing up a steep gorge, largely backclothed against the immediate topography.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT O (EAST): APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

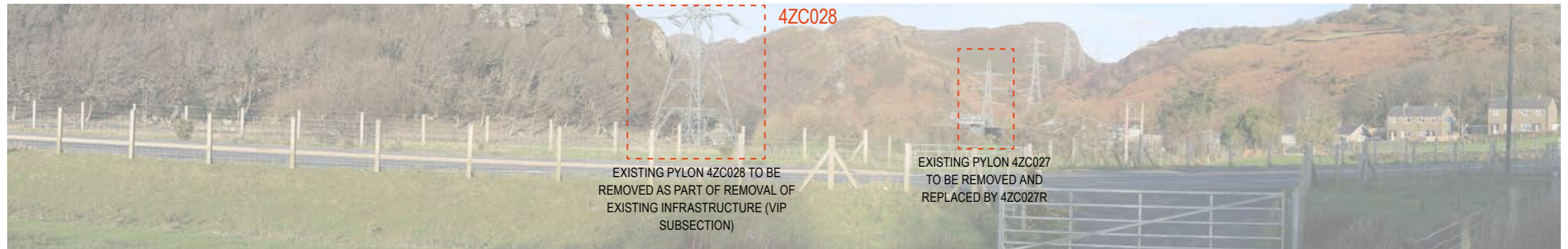
During construction, short to mid-term construction machinery and activities may be glimpsed through intervening vegetation (associated with the Welsh Water site) as a very small proportion of this view. During operation the same vegetation would also screen much of the proposed east tunnel head house; glimpsed views of the top part of the building may be visible but this would reduce in the long term as this intervening vegetation continues to mature. Terminal pylon 4ZC027R would be perceived as a replacement of existing pylon 4ZC027, which would not therefore deviate greatly from the baseline. During construction the magnitude of effect would be **very low**. At operation year 1 the magnitude of effect of this would be **very low**, and would remain the same at year 15.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

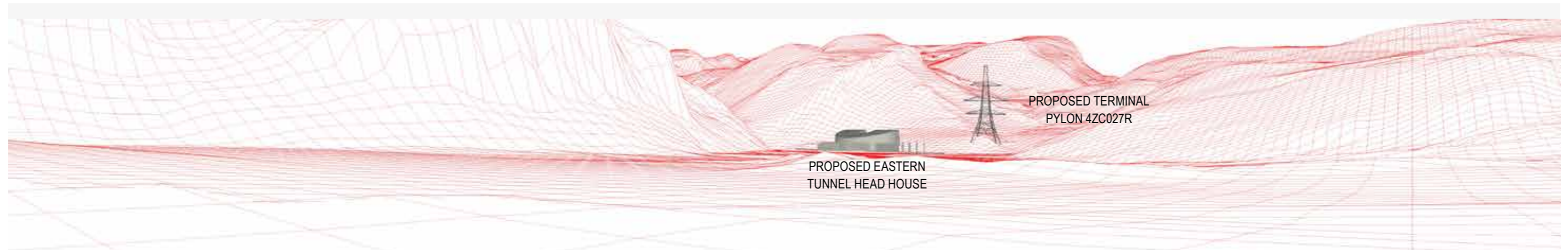
This view is largely orientated away from the VIP Subsection; as such the evidence of the removal of existing infrastructure would relate to the removal of pylon 4CZ028 which is prominent in the centre of the view and the conductors which span across the view from the left to pylon 4ZC027 (which would be removed and replaced). During construction, very short-term construction machinery and activities would be visible in the mid-ground of this view. During construction the magnitude of effect would therefore be **low**.

During operation the removal of the existing VIP subsection would greatly reduce the influence of large-scale infrastructure within the view. Although only one pylon would be removed from the view it sits in the centre of the view and is a prominent feature. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



WIRE-FRAME OF PROPOSED DEVELOPMENT FROM THE VIEWPOINT



VIEWPOINT O (WEST): BASELINE

O (WEST): FROM WALES COAST PATH AND NATIONAL CYCLE ROUTE 8

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; Esri, HERE, DeLorme, TomTom, MapmyIndia, © openStreetMap contributors, and the GIS user community

LOCATION DETAILS

Grid Reference	SH 62017 37652
Approx Elevation	3.2 m
Direction of View	WNW, 301°
Approx Distance to Development	201 m (to pylon 4ZC029 proposed to be removed)
Weather / Visibility	Good
Time/ Date	17.29, February 21 2019
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view a pastoral field is bordered by low road and railway embankments and post and wire fences. To the centre right field of vision, angle pylon 4ZC029 of the VIP Subsection is a prominent feature. This pylon contrasts with the scale of immediate landform of Y Garth and much of the pylon is visible against the skyline. Beyond this the VIP subsection continues over the Dwyryd Estuary and then rises over the Minffordd Peninsula. The backdrop of the view is defined by the mountains of Snowdonia. To the left of the field of view the distinctive peak of Moel Y Gest is visible above the wooded Minffordd Peninsula.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT O (WEST): APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)
During construction, very short-term construction machinery and activities would be visible in the mid-ground to background of this panoramic view. During construction, the magnitude of effect would therefore be **low**.
During operation the removal of the existing VIP subsection would greatly reduce the influence of large-scale infrastructure within the view. Visual amenity would be greatly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT P: BASELINE

P: FROM OPEN ACCESS LAND NEAR ALLT-GALCH

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 62881 38161
Approx Elevation	132.6 m
Direction of View	WSW, 255°
Approx Distance to Development	435 m (to the proposed eastern tunnel head house)
Weather / Visibility	Overcast/ Hazy/ Poor
Time/ Date	11:30, April 11 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

Taken from an elevated location, this panoramic view encompasses the lower slopes of the Rhinog mountains, Dwyryd Estuary and Moel Y Gest.

In the left of the field of vision the lower slopes of the Rhinog Mountains are visible. To the right of the centre of the view the craggy landform known as Y Garth foreshortens views of part of Dwyryd Estuary. Beyond this the wide expanse of the Dwyryd Estuary and the flat salt marsh and farming land associated with it stretches into the distance. The overhead line is visible in the base of the valley, although partially obscured by Y Garth landform. In better

conditions views out to sea would be experienced from this location.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT P: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

The 90° panoramic view was taken using a levelled camera on a tripod following Landscape Institute guidelines. Because this viewpoint is taken from an elevated location, the site for the proposed infrastructure to the east of the Dwyryd Estuary is out of camera shot as it comprises a low lying field in the mid ground. The single frame photograph represents the view looking downhill to the site.

During construction, short to mid-term construction machinery and activities would be visible in the low-lying boggy field in the mid-ground of this otherwise far reaching, elevated, panoramic view. Intervening landform would screen the construction of the tunnel shaft and tunnel head house, with the exception of the highest parts of tall plant and equipment. The construction of the access road and a proportion of the construction compound would occupy a small proportion of the view which already comprises an existing OHL, main roads and Cilfor water treatment works. It is anticipated that some areas of scrub and mire vegetation would be removed or temporarily covered over to allow for storage of materials and equipment and earthworks would be undertaken to raise levels for the access road. During construction, the magnitude of effect is considered **low to medium**.

During operation, it is anticipated that the east tunnel head house compound and building would not be visible within this view due to intervening landform and vegetation. Much of the permanent access road would be visible but this would form a small component of the view, which already comprises roads and access tracks. The very top of Terminal pylon

4ZC027R would be visible; however, this would be perceived as a replacement of existing pylon 4CZ027, and as such the view during operation would not deviate greatly from the baseline. At operation year 1 the magnitude of effect of this would be **low** and would remain so at year 15.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

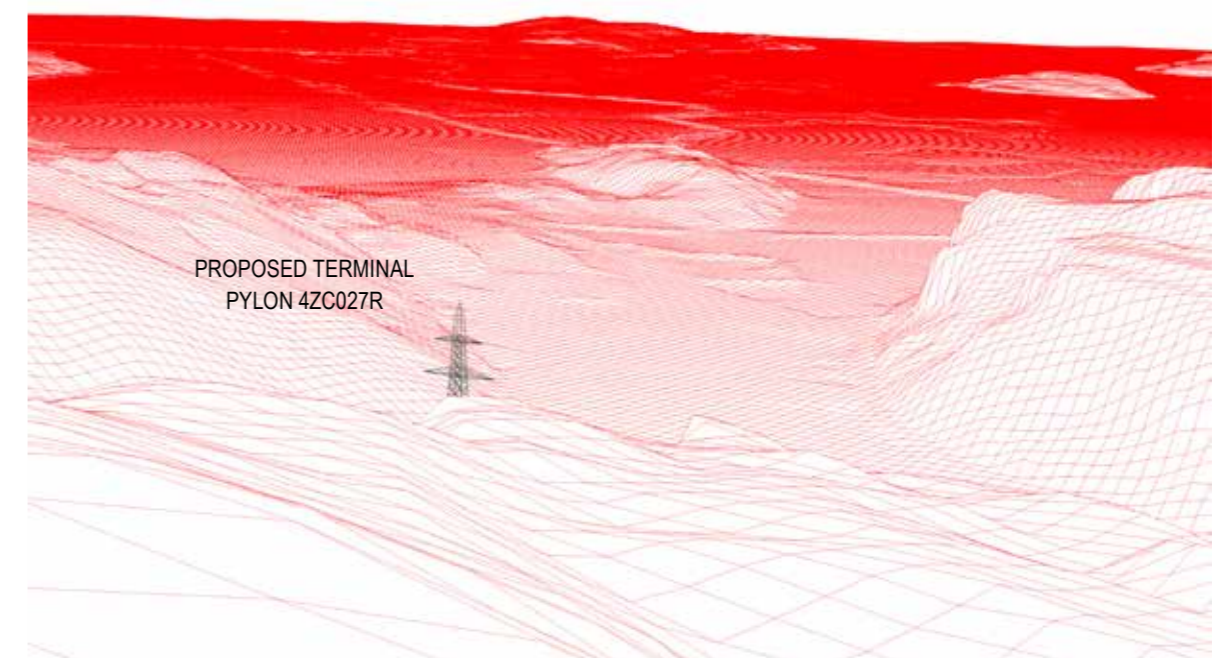
During construction, very short-term construction machinery and activities would be visible in the mid-ground to background of this panoramic view. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view; albeit it is located in the mid-ground to background. Visual amenity would be slightly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **low**.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT LOOKING DOWNSLOPE (39° FIELD OF VIEW)



WIREFRAME - LOOKING DOWNSLOPE



VIEWPOINT Q: BASELINE

Q: FROM OPEN ACCESS LAND SOUTH OF LLYN TECWYN UCHAF

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 63593 37924
Approx Elevation	191.4 m
Direction of View	W, 267°
Approx Distance to Development	1.09 km (to the proposed eastern tunnel head house)
Weather / Visibility	Clear/ Good
Time/ Date	11:52, April 18 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

This sweeping, panoramic view encompasses the lower slopes of the Rhinog mountains, the Dwyryd Estuary. The left hand field of view stretches out to sea and the right hand field of view towards the inland Snowdonian mountains.

The foreground of the view is composed of steep slopes covered with upland heathland vegetation and drystone walls. The overhead line is visible traversing a steep rocky gorge below the viewpoint location. Within the view the island of Ynys Giffan, Portmeirion and the settlement of Penrhyndeudraeth are all visible in the middle distance. Moel Y Gest and the lower slopes of the Moel Hebog range form the backdrop of the view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT Q: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view due to intervening vegetation.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)
During construction, very short construction machinery and activities would be visible in the mid-ground to background of this panoramic view in the low lying landscape. During construction the magnitude of effect would therefore be **very low**.
During operation the removal of the existing VIP subsection would slightly reduce the influence of large-scale infrastructure within the view; albeit it is located approximately 1 km away. Visual amenity would be very slightly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **very low**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT R: BASELINE

R: FROM PUBLIC RIGHT OF WAY NEAR TALSARNAU

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 60844 36331
Approx Elevation	4.5 m
Direction of View	N, 355°
Approx Distance to Development	2.27 km (to the proposed eastern tunnel head house)
Weather / Visibility	Clear/ Good
Time/ Date	12:33, April 18 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

The foreground to mid-ground of the view is dominated by open, waterlogged salt marsh. A post and wire fence cuts through the salt marsh. In the middle distance, landform rises gently from the estuary edge. In the centre of the view the properties of Penrhyndeudraeth are visible in the distance. The VIP Subsection overhead line traverses the view in the middle distance. The view benefits from the dramatic backdrop of the mountains of Snowdonia. The contrast of naturalistic elements of the flat salt marsh and rising mountains results in a scenic view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT R: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

The construction and operation of the Tunnel Head House on the eastern side of the Dwyryd Estuary would not be visible within this view due to intervening landform and vegetation.

The construction of Terminal Pylon 4ZC027R would be barely perceptible in this view due to screening effects of intervening landform and vegetation and its distance of approximately 2.3 km away. Construction activity would be temporary and barely perceptible and as such would result in a **very low** magnitude of effect.

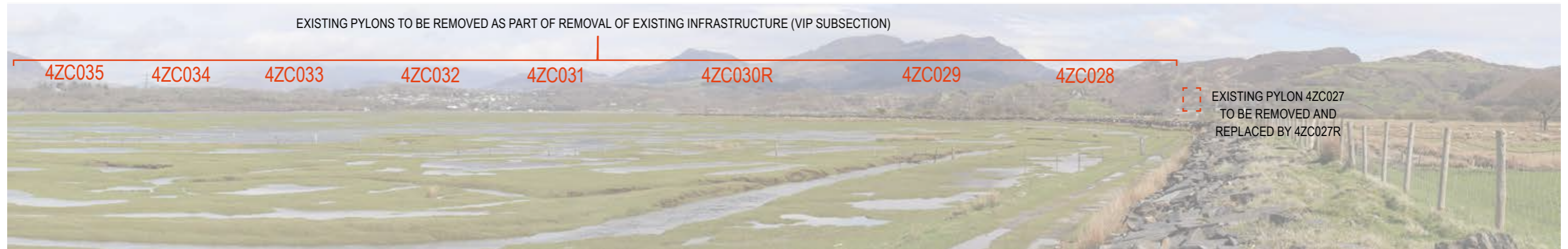
During operation, Terminal pylon 4ZC027R would be perceived as a replacement of existing pylon 4ZC027, which would not therefore deviate greatly from the baseline. At operation year 1 the magnitude of effect of this would be **very low**, and would remain the same at year 15.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

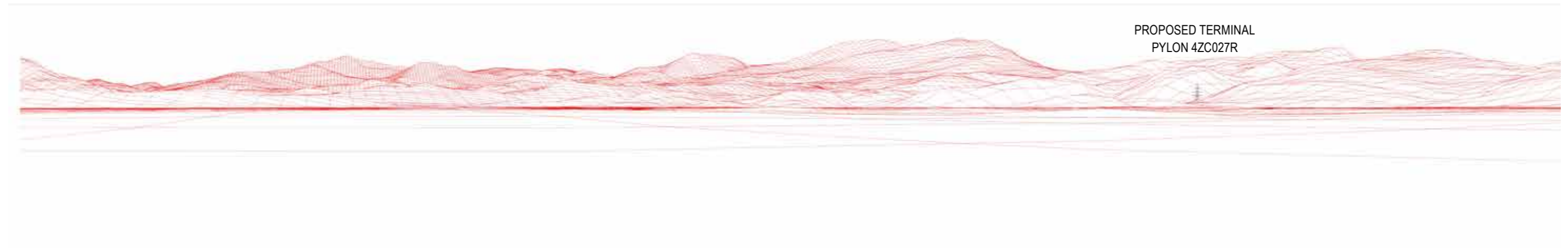
During construction, very short-term construction machinery and activities would be visible in the mid-ground of this panoramic view. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view; albeit it is located approximately 2 km away. Visual amenity would be slightly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **low**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



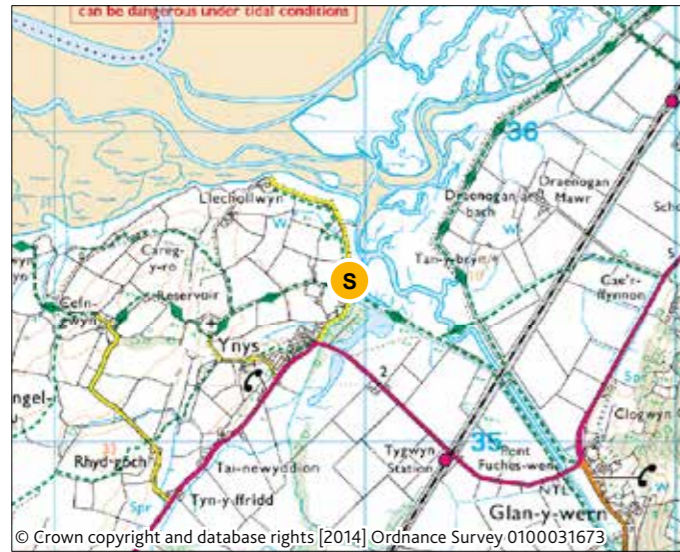
WIRE-FRAME OF PROPOSED DEVELOPMENT FROM THE VIEWPOINT



VIEWPOINT S: BASELINE

S: FROM THE WALES COAST PATH NEAR YNYS

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 59952 35521
Approx Elevation	3.3 m
Direction of View	NE, 32°
Approx Distance to Development	3.47 km (to the proposed eastern tunnel head house)
Weather / Visibility	Overcast/ Good
Time/ Date	12:16, April 18 2018
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view there is a wide expanse of open salt marsh. In the left of the field of vision a single lane road curves out of the view running alongside a post and wire fence and wood pole line. In the distance, the topography rises above the salt marsh. In the right of the field of vision scattered farm properties are visible. The island of Ynys Giffan is visible within the estuary and the settlement of Penrhyndeudraeth is in the middle distance to the left of the centre of the view. The VIP Subsection traverses the view in the middle distance. The mountains of Snowdonia form a dramatic backdrop to the view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT S: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

The construction and operation of the Tunnel Head House on the eastern side of the Dwyryd Estuary would not be visible within this view due to intervening landform and vegetation.

The construction of Terminal Pylon 4ZC027R would be barely perceptible in this view due to screening effects of intervening landform and vegetation and its distance of 3.5 km away. Construction activity would be temporary and barely perceptible and as such would result in a **very low** magnitude of effect.

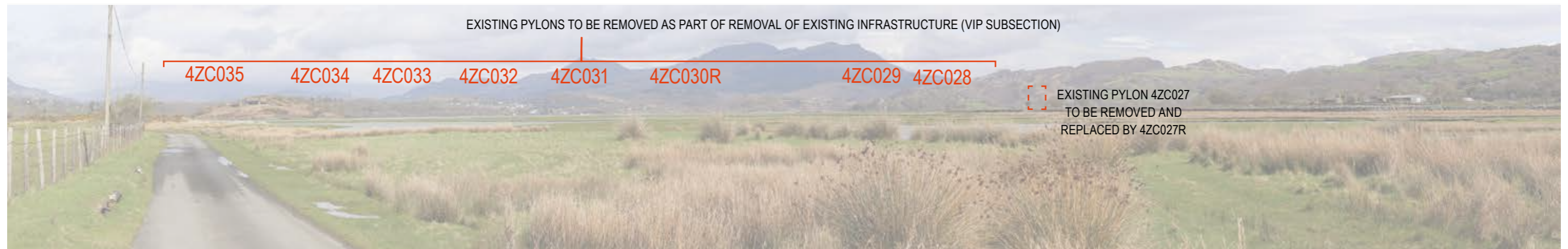
During operation, Terminal pylon 4ZC027R would be perceived as a replacement of existing pylon 4ZC027, which would not therefore deviate greatly from the baseline. At operation year 1 the magnitude of effect of this would be **very low**, and would remain the same at year 15.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

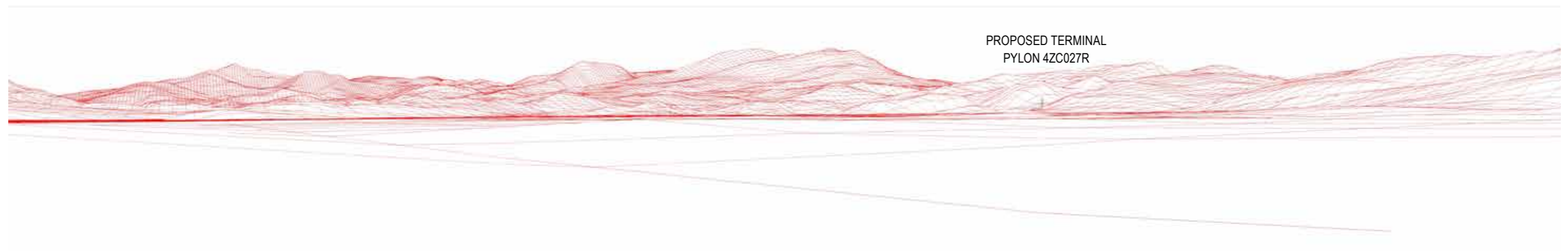
During construction, very short-term construction machinery and activities would be visible in the mid-ground of this panoramic view. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view; albeit it is located approximately 3 km away. Visual amenity would be slightly increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **low**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



WIRE-FRAME OF PROPOSED DEVELOPMENT FROM THE VIEWPOINT



VIEWPOINT T: BASELINE

T: FROM PUBLIC RIGHT OF WAY NORTH EAST OF CILFOR

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

LOCATION DETAILS

Grid Reference	SH 62781 37901
Approx Elevation	41.2 m
Direction of View	WSW, 258°
Approx Distance to Development	283 m (to the proposed eastern tunnel head house)
Weather / Visibility	Good
Time/ Date	12:53, March 27 2019
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

This view is channelled down a small gorge towards flat pastoral fields and the Dwyryd Estuary beyond. The foreground of the view is composed of steep slopes covered with mixed upland heathland vegetation and drystone walls. The overhead line is visible traversing down the steep gorge in the centre of the view.

Within the more distant view, the island of Ynys Giffan is visible to the centre left. The distinctive craggy landform of Y Garth is prominent to the right of the view and foreshortens the view to the west. The A496 is just visible at the base of Y Garth. Portmeirion is also visible approximately 4 km away behind pylon 4ZC028, this Registered Park and

Garden and tourist attraction lies on the heavily wooded shores of the Minffordd Peninsula on the opposite side of the Dwyryd Estuary.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT T: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

During construction, short to mid-term construction activities and machinery would be visible within the low lying field in front of the rocky landform of Y Garth, in the mid-ground of this view. Areas of scrubby vegetation would be removed to facilitate construction and earthworks would be undertaken to raise levels in the vicinity of the area proposed for the permanent east tunnel head house compound. Some of the earthworks would be partially screened and filtered by intervening landform and vegetation. The construction of the access road, tunnel shaft and above ground infrastructure (including proposed terminal pylon 4ZC027R) would occupy a small to moderate proportion of the view which already comprises an existing OHL. During construction, the magnitude of effect is considered **medium**.

During operation, it is anticipated that the proposed east tunnel head house, associated compound and permanent access road would be visible as a relatively modest component of the view. The proposals take into consideration the sense of place of the local landscape with the architecture taking inspiration from the surrounding rugged and distinctive landform and colours of the landscape. The landscape proposals not only seek to integrate the development into the landscape, but also aim to provide a complementary setting to the high quality architectural design and sculptural form of the tunnel head house. Terminal pylon 4ZC027R would also be visible. This would be perceived as a replacement of existing pylon 4ZC027, resulting in a relatively small deviation from the baseline; albeit it would be a slightly wider structure and would be approximately 32 m closer to the viewpoint than the existing pylon 4ZC027. At operation year 1

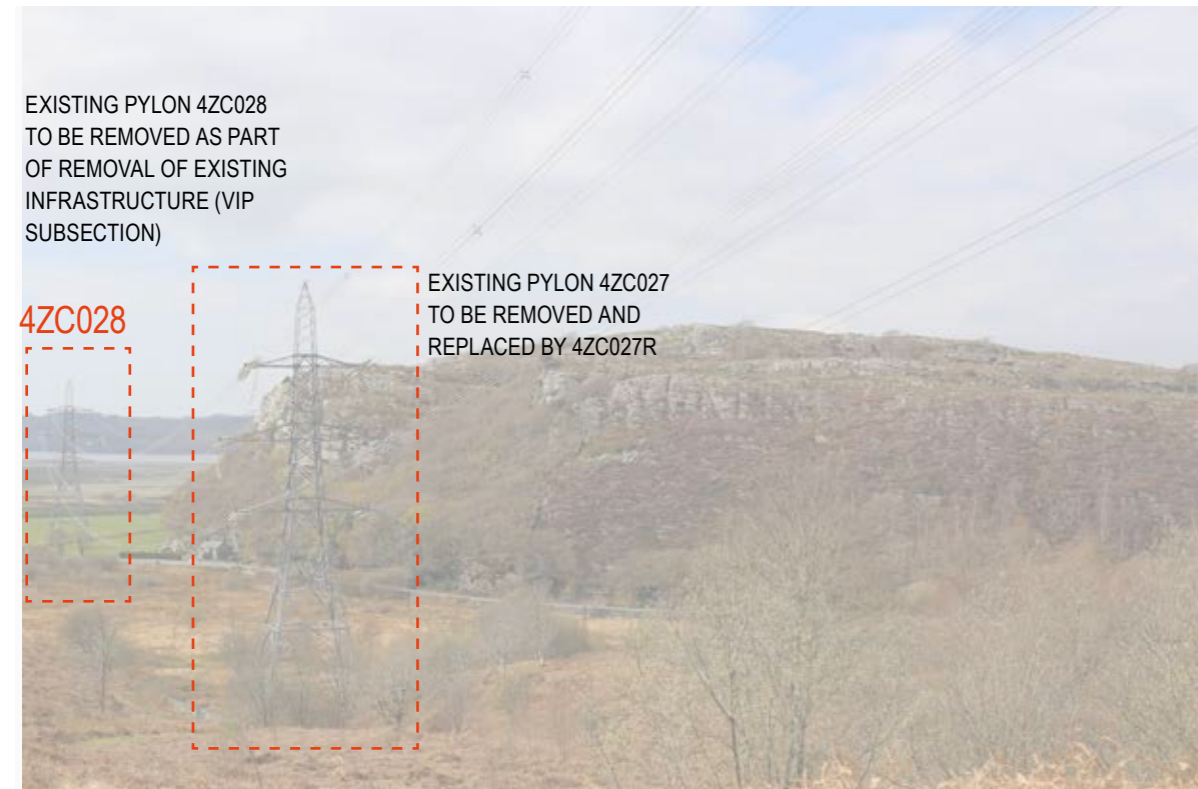
the overall magnitude of effect of infrastructure to the eastern side of the Dwyryd Estuary would be **medium**, by year 15 this would reduce to **low to medium** due to the maturation of mitigation planting.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

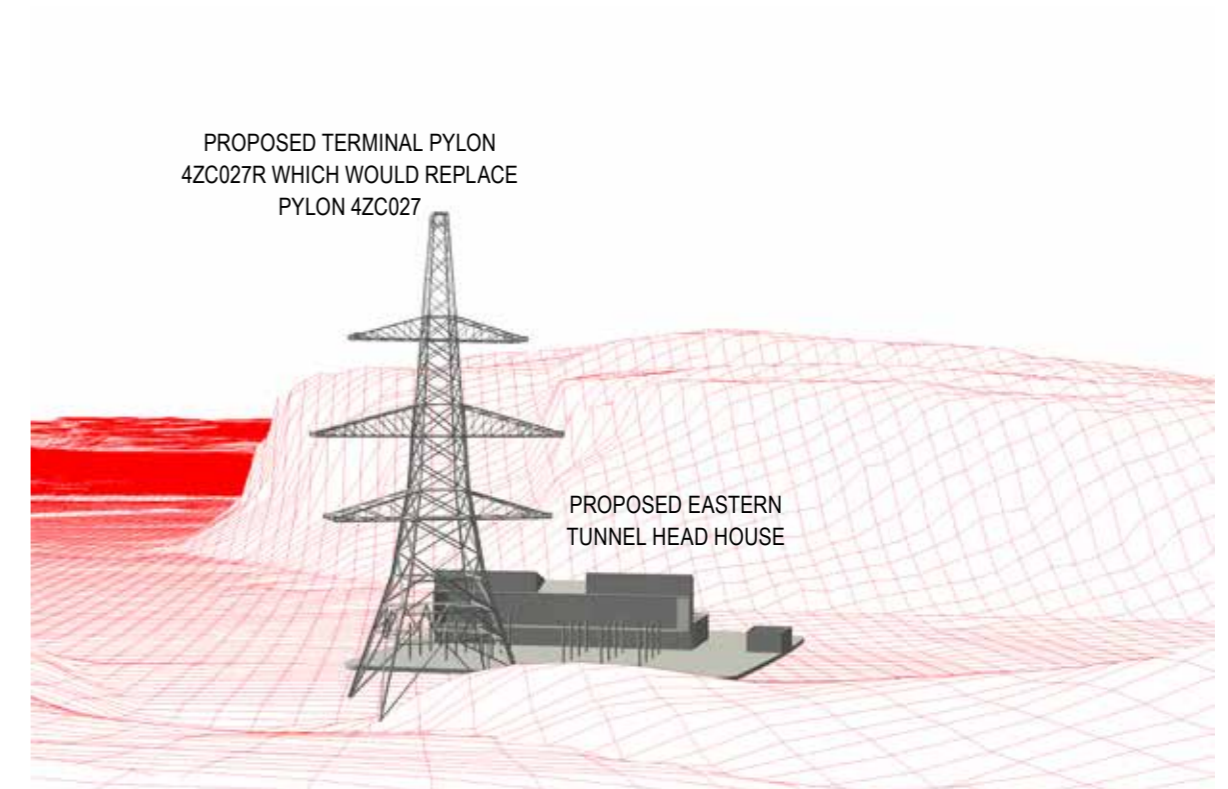
During construction, very short term construction activities would be visible in the mid-ground of this panoramic view in the context of a view. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view by removing pylon 4ZC028 which partially obscures views of Portmeirion from here. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **low**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT (39° FIELD OF VIEW)

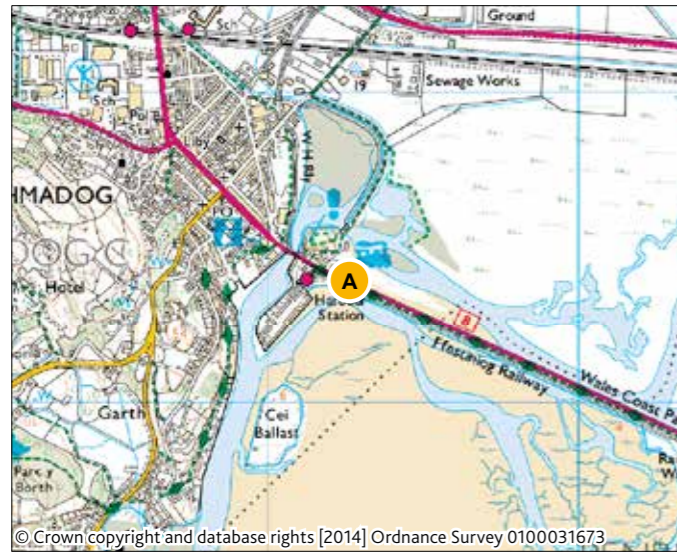


WIRE-FRAME OF PROPOSED DEVELOPMENT FROM THE VIEWPOINT (39° FIELD OF VIEW)



VIEWPOINT U: BASELINE U: FROM CILFOR

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

LOCATION DETAILS

Grid Reference	SH 62174 37587
Approx Elevation	11.7 m
Direction of View	NW, 312°
Approx Distance to Development	352 m (to pylon 4ZC028 proposed to be removed)
Weather / Visibility	Overcast/ Moderate
Time/ Date	13:18, March 27 2019
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view the A496 is flanked by a pavement and post and wire fence with road signs and street lights. To centre right is a flat field and the distinctive rocky outcrop of Y Garth, the lower slopes of which are covered by deciduous tree cover. Low mounding and ancillary equipment associated with Cilfor Water Treatment Works are visible on the opposite side of the A496 to the far right of the view.

To the left is a local road which leads to Pont Briwet. Beyond this a waterlogged field bordered by trees scrubby vegetation. Pylon 4ZC029 sits in the centre of the view, with five additional pylons more distantly visible moving into

the left of the field of vision. Pylon 4ZC029 contrasts with the scale of immediate landform of Y Garth and much of the pylon is visible against the skyline. The settlement of Penrhyndeudraeth is just visible beyond the OHL. The Moel Hebog mountain range forms a distant backdrop to the view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT U: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible in within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)
During construction, very short-term construction machinery and activities would be visible in the mid-ground to background of this view in the context of a view, which also currently comprises main roads. During construction the magnitude of effect would therefore be **low**.
During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



VIEWPOINT V: BASELINE

V: FROM PUBLIC OPEN SPACE/ PLAY AREA IN PENRHYNDEUDRAETH

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 60828 38636
Approx Elevation	29.4m
Direction of View	SE, 151°
Approx Distance to Development	230 m (to pylon 4ZC033 proposed to be removed)
Weather / Visibility	Good
Time/ Date	14:47, March 27 2019
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

- People in the local community
- People using a national cycle route
- People using the Wales Coast Path
- People using a public right of way
- People using open access land
- People visiting Parks & Gardens
- People visiting other tourist attractions
- People visiting Snowdonia National Park
- People traveling on the road network
- People travelling on the railway

VISUAL BASELINE

In the foreground of the view there is an area of public open space with some play equipment. This is surrounded by a gappy unmanaged hedgerow and dry stone wall. Beyond this area the landform falls away quickly to the Dwyrdd Estuary.

The small settlement of Cilfor is visible on the opposite side of the Estuary through gaps in vegetation.

The overhead line traverses the view and pylons are visible crossing over the estuary to the left. The rising landform

of the Rhinog mountains of Snowdonia form a backdrop to the view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT V: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY

Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY

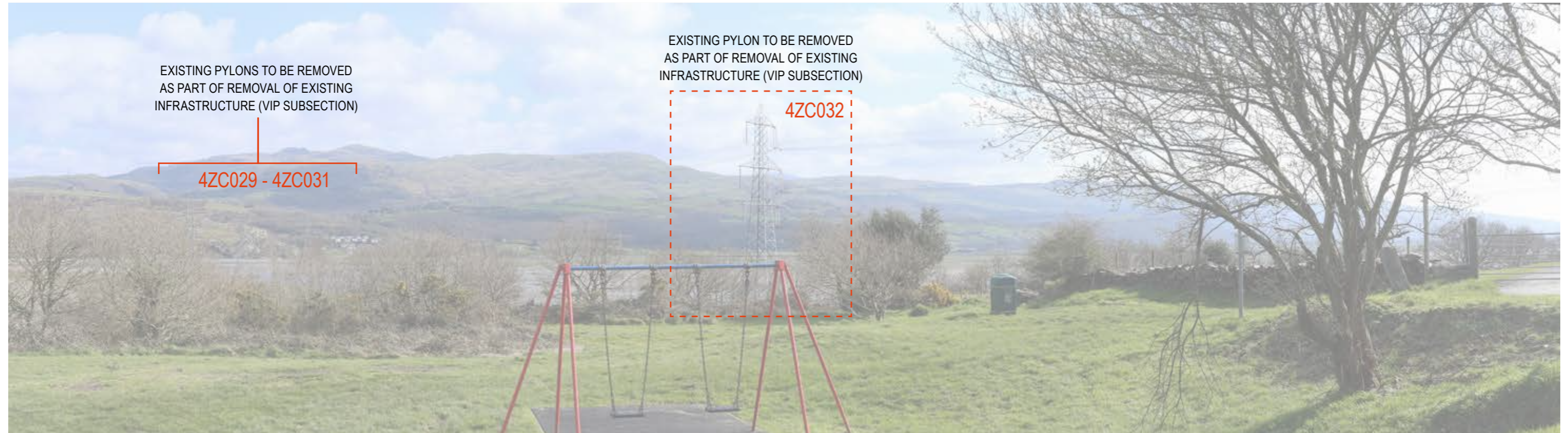
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)

During construction, very short-term construction machinery and activities would be glimpsed through vegetation in the mid-ground of this panoramic view. During construction the magnitude of effect would therefore be **very low**.

During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

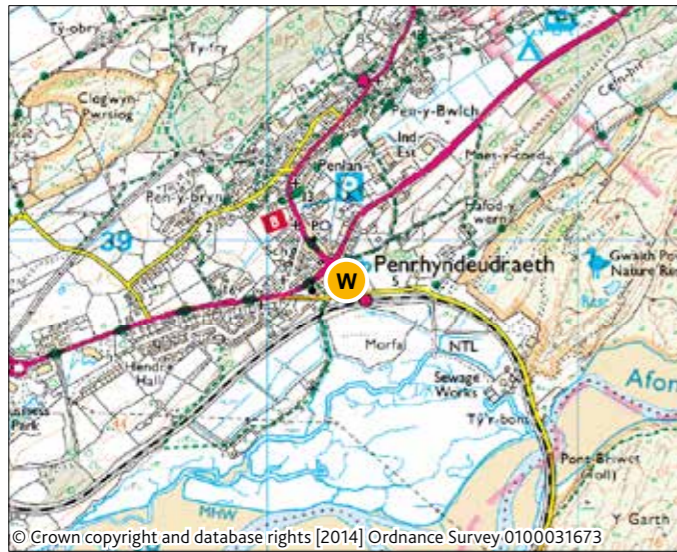
ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT



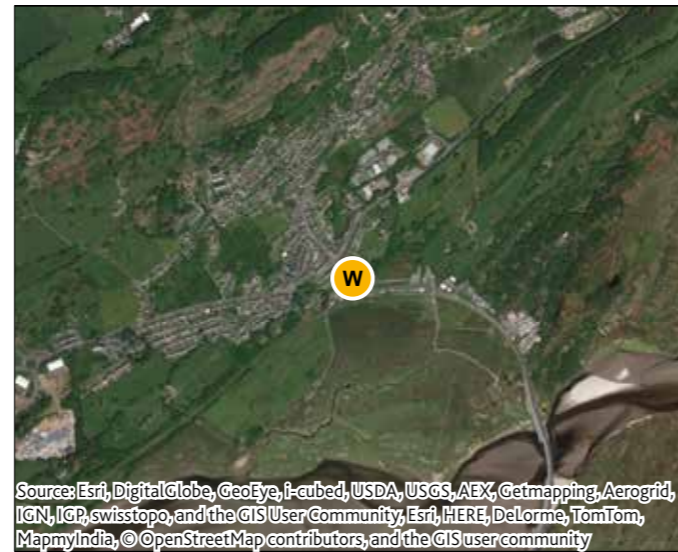
VIEWPOINT W: BASELINE

W: FROM CAMBRIAN VIEW, PENRHYNDEUDRAETH

VIEWPOINT LOCATION OS MAP



VIEWPOINT LOCATION AERIAL PHOTO



LOCATION DETAILS

Grid Reference	SH 61258 38870
Approx Elevation	8.3 m
Direction of View	S, 180°
Approx Distance to Development	449 m (to pylon 4ZC031 proposed to be removed)
Weather / Visibility	Overcast/ Moderate
Time/ Date	13.05, February 21 2019
Camera	Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens

INDICATIVE KEY RECEPTORS

<input checked="" type="checkbox"/>	People in the local community
<input checked="" type="checkbox"/>	People using a national cycle route
<input checked="" type="checkbox"/>	People using the Wales Coast Path
<input type="checkbox"/>	People using a public right of way
<input type="checkbox"/>	People using open access land
<input type="checkbox"/>	People visiting Parks & Gardens
<input type="checkbox"/>	People visiting other tourist attractions
<input type="checkbox"/>	People visiting Snowdonia National Park
<input checked="" type="checkbox"/>	People traveling on the road network
<input type="checkbox"/>	People travelling on the railway

VISUAL BASELINE

In the foreground of the view Cambrian View road runs down slope towards the Penrhyndeudraeth Train Station.

Commercial and residential buildings are visible along the adjoining lower road. Beyond this lies an expansive area of flat open salt marsh which stretches into the mid-ground. The open water of the Dwyryd Estuary is also visible.

The overhead line traverses much of the view but disappears to the left behind the craggy landform of Y Garth. A number of pylons are visible and pylon 4ZC031 being particularly prominent.

The Rhinog mountains of Snowdonia form the backdrop of the view.

PHOTOGRAPH OF EXISTING LANDSCAPE FROM VIEWPOINT (90° FIELD OF VIEW)



VIEWPOINT W: APPRAISAL

DESCRIPTION OF EFFECTS

INFRASTRUCTURE WESTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the western side of the Dwyryd Estuary would not be visible within this view.

INFRASTRUCTURE EASTERN SIDE OF THE DWYRYD ESTUARY
Infrastructure on the eastern side of the Dwyryd Estuary would not be visible within this view.

REMOVAL OF EXISTING INFRASTRUCTURE (VIP SUBSECTION)
During construction, very short-term construction machinery and activities would be visible in the mid-ground of this panoramic view in the context of a view, which also currently comprises small commercial buildings and transport infrastructure on the edge of Penrhyndeudraeth. During construction, the magnitude of effect would therefore be **very low**.
During operation the removal of the existing VIP subsection would reduce the influence of large-scale infrastructure within the view. Visual amenity would be increased during operation. The long-term operational magnitude of effect of the infrastructure removal would be **high**.

ANNOTATED PHOTOGRAPH HIGHLIGHTING ELEMENTS OF THE PROPOSED PROJECT FROM THE VIEWPOINT

