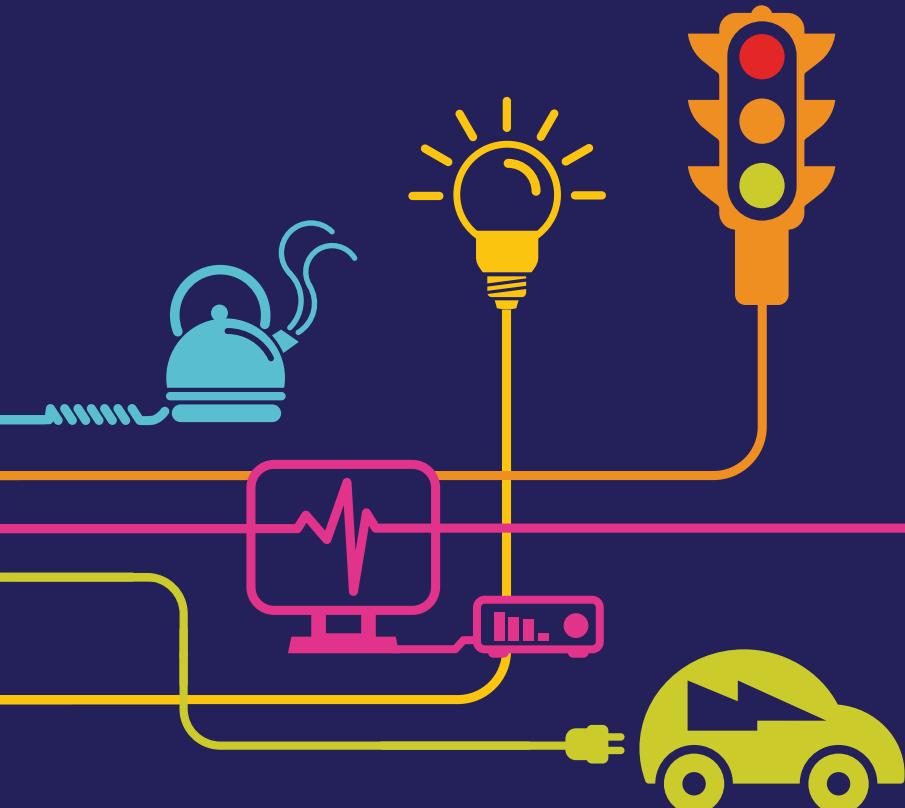


Environmental Statement Socio-economics and Land Use Appendices

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

5.15.2 – Socio-economics and Land Use – Appendices

Appendix	Title
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15H	Planning Permissions within Local Area of Influence
15I	Public Rights of Way Condition Survey Results
15J	Amenity Assessment

Document Control			
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Appendix 15A – Hinkley User Survey Questionnaire

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07/03/2014	A	<i>Live</i>	

**APPENDIX 15A: HINKLEY CONNECTION PROJECT SOCIO-ECONOMICS USER SURVEY
QUESTIONNAIRE PROFORMA**

Good morning, afternoon, evening. My name is from Ipsos MORI, the research organisation, and we are carrying out some research about your visit here today. The interview will only take about 10 to 12 minutes. Would you like to take part? I would like to assure you that all the information we collect will be kept in the strictest confidence and used for research purposes only. It will not be possible to identify any particular individual in the results.

ASK ALL

Q1. **How regularly do you come here? SINGLE CODE ONLY. INTERVIEWER: IF ASKED 'BY HERE' WE MEAN THE AREA WITHIN 2 MILES OF HERE**

Every day	<input type="checkbox"/>
A couple of times a week	<input type="checkbox"/>
Once a week	<input type="checkbox"/>
Once a fortnight	<input type="checkbox"/>
Once a month	<input type="checkbox"/>
Once every 2-3 months	<input type="checkbox"/>
Once every 6 months	<input type="checkbox"/>
Once a year	<input type="checkbox"/>
Less than once a year	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

ASK ALL

Q2. **SHOWCARD B**

Which of these activities, if any, are you undertaking here today? MULTICODE OK. INTERVIEWER IF NONE ON LIST THEN PROBE FOR PURPOSE OF BEING IN THE AREA AND WRITE IN OTHER

Dog walking	<input type="checkbox"/>
Eating out	<input type="checkbox"/>
Exercise	<input type="checkbox"/>
Fishing	<input type="checkbox"/>
Get some fresh air	<input type="checkbox"/>
Horse riding	<input type="checkbox"/>
Nature and bird watching	<input type="checkbox"/>
Shopping	<input type="checkbox"/>
Running errands	<input type="checkbox"/>
Playing with the children	<input type="checkbox"/>
Visiting tourist attractions	<input type="checkbox"/>
Walking	<input type="checkbox"/>
At work	<input type="checkbox"/>
Education/studying	<input type="checkbox"/>
Visiting friends/family	<input type="checkbox"/>
Other (PLEASE CROSS BOX AND WRITE <u>INSIDE THE SPACE PROVIDED</u>)	<input type="checkbox"/>

--

ASK ALL

Q3. **How many people, including yourself, are in your group today? If you are in an organised party, please state the number in your immediate group only. SINGLE CODE ONLY.**

1	<input type="checkbox"/>
2	<input type="checkbox"/>
3	<input type="checkbox"/>
4	<input type="checkbox"/>
5	<input type="checkbox"/>
6	<input type="checkbox"/>
7	<input type="checkbox"/>
8	<input type="checkbox"/>
9	<input type="checkbox"/>
10	<input type="checkbox"/>
11	<input type="checkbox"/>
12	<input type="checkbox"/>
13	<input type="checkbox"/>
14+	<input type="checkbox"/>
Other	<input type="checkbox"/>

ASK IF SHORT/LONG BREAK AT Q1, ELSE SKIP TO Q5

Q4. **And how many nights are you spending in the local area in total? By the local area, I mean within 2 miles of here. SINGLE CODE ONLY.**

1	<input type="checkbox"/>
2	<input type="checkbox"/>
3	<input type="checkbox"/>
4	<input type="checkbox"/>
5	<input type="checkbox"/>
6	<input type="checkbox"/>
7	<input type="checkbox"/>
8	<input type="checkbox"/>
9	<input type="checkbox"/>
10	<input type="checkbox"/>
11	<input type="checkbox"/>
12	<input type="checkbox"/>
13	<input type="checkbox"/>
14+	<input type="checkbox"/>
Other	<input type="checkbox"/>

ASK ALL SHOWCARD C [AMOUNT OF MONEY]

Q5. **How much do you expect that you and your immediate party will spend in total today in the local area, that is within 2 miles of here, on the following items: SINGLE CODE ONLY ON EACH COLUMN. INTERVIEWER CODE FOR A-G**

	A Accomm odation	B Eating/ drinking	C Shopping	D Tourist activities such as local attractions	E Travel and transport e.g. fuel or train fares	F Car parking	G Anything else
Nothing (£0)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£1-£5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£6-£10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£11-£15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£16-£20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£21-£25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£26-£30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£31-£40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£41-£50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£51-£75	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£76-£100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£101-£150....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
£151+	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ASK IF LOCAL RESIDENT AT Q1, ELSE SKIP TO Q7 SHOWCARD D

Q6. **Do you feel the area is getting better or worse as a place to live, or has it remained the same compared to 12 months ago? SINGLE CODE ONLY**

Much better

A little better

About the same

A little worse

Much worse

Don't know.....

Not lived here long enough

ASK Q6A IF BETTER OR WORSE AT Q6, ELSE SKIP TO Q8

Q6a. **Why do you say that? PLEASE PROBE FULLY AND WRITE VERBATIM**

ASK ALL EXCEPT LOCAL RESIDENT AT Q1, ELSE SKIP TO REACTION TO THE SITE
SHOWCARD E

Q7. **Do you feel the area is getting better or worse as a place to visit, or has it remained the same compared to the last time you visited? SINGLE CODE ONLY**

Much better.....	<input type="checkbox"/>
A little better.....	<input type="checkbox"/>
About the same.....	<input type="checkbox"/>
A little worse	<input type="checkbox"/>
Much worse	<input type="checkbox"/>
Don't know.....	<input type="checkbox"/>
Not visited here before.....	<input type="checkbox"/>

ASK Q7A IF BETTER OR WORSE AT Q7

Q7a. **Why do you say that? PLEASE PROBE FULLY AND WRITE VERBATIM**

Reaction to Project

National Grid is an electricity and gas company which plays a role in providing energy to millions of customers across Great Britain. National Grid is proposing to remove an existing 132,000 volt power line and replace it with a 400,000 volt line between electricity substations near Bridgwater and Avonmouth. The line is anticipated to be approximately 55 kilometres long and be a mixture of overhead power lines and underground cables. Two new substations will also be built near Aust and Sandford. This would be within 2km of here.

ASK ALL

Q8. **Are you aware that this project is being proposed? SINGLE CODE ONLY**

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

IF YES ASK Q9, ELSE SKIP TO Q10 SHOWCARD F

Q9. **To what extent do you feel informed about this proposed National Grid development? Do you feel... SINGLE CODE ONLY**

Very informed	<input type="checkbox"/>
Fairly informed.....	<input type="checkbox"/>
Not very informed	<input type="checkbox"/>
Not at all informed.....	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

ASK ALL

Q10. **Would the presence of National Grid infrastructure such as pylons with power lines, substations or gas infrastructure impact on your decision to come here today? SINGLE CODE ONLY**

Yes

No.....

Don't know.....

IF YES AT Q10 ASK Q11, ELSE SKIP TO Q12

Q11. **Why do you think that National Grid infrastructure would impact on your decision to come here? PLEASE PROBE FULLY AND WRITE VERBATIM**

ASK ALL

Q12. **Would the presence of National Grid infrastructure such as pylons with power lines, substations or gas compressor stations impact on what you are doing in the area today or change how often you do it? SINGLE CODE ONLY**

Yes

No.....

Don't know.....

IF YES AT Q12 ASK Q13, ELSE SKIP TO Q14

Q13. **What do you think you would do differently, and why? PLEASE PROBE FULLY AND WRITE VERBATIM**

ASK ALL

Q14. **If National Grid infrastructure such as pylons with power lines, substations or gas compressor stations were in the area do you think you would spend more, less or about the same amount of money today? SINGLE CODE ONLY**

More money.....

Less money

About the same.....

Don't know.....

ASK ALL

Q15. **Do you think the presence of National Grid infrastructure would influence recreational activities you might undertake in the area? SINGLE CODE ONLY**

Yes
No
Don't know

IF YES/NO AT Q15 ASK Q16. IF DONT KNOW ASK Q17

Q16. **Why do you say that? PLEASE PROBE FULLY AND WRITE VERBATIM**

ASK ALL

Q17. **If this proposed work took place in the local area, do you think it would have a positive impact, a negative impact or have no impact on the local area as...? SINGLE CODE ONLY ON EACH ROW**

	Positive	Negative	No impact	Don't know
A ...a place to visit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B ...a place to live.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C ...a place to do business	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IF POSITIVE IMPACT AS A PLACE TO LIVE ASK Q18, ELSE SKIP TO Q20

Q18. **Roughly how long would you expect the positive impact on the local area to last? SINGLE CODE ONLY**

Up to 3 months
Up to 6 months
Up to a year
Up to 5 years
Up to 10 years
Up to 20 years
For the foreseeable future.....
Don't know

IF POSITIVE IMPACT AS A PLACE TO LIVE ASK Q19, ELSE SKIP TO Q20

Q19. **Why do you think works like this would have a positive impact on the area?**
PLEASE PROBE FULLY AND WRITE VERBATIM

IF NEGATIVE IMPACT ON PLACE TO LIVE ASK Q20 ELSE, SKIP TO D1

Q20. **Roughly how long would you expect the negative impact on the local area to last?** SINGLE CODE ONLY

Up to 3 months	<input type="checkbox"/>
Up to 6 months	<input type="checkbox"/>
Up to a year	<input type="checkbox"/>
Up to 5 years	<input type="checkbox"/>
Up to 10 years	<input type="checkbox"/>
Up to 20 years	<input type="checkbox"/>
For the foreseeable future.....	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

IF NEGATIVE IMPACT ON PLACE TO LIVE ASK Q21 ELSE, SKIP TO D1

Q21. **Why do you think works like this would have a negative impact on the area?**
PLEASE PROBE FULLY AND WRITE VERBATIM

ASK ALL

D1. DO NOT ASK RESPONDENT - Record Gender of respondent SINGLE CODE ONLY

Male.....	<input type="checkbox"/>
Female.....	<input type="checkbox"/>

ASK ALL

D2. **How old are you? SINGLE CODE ONLY**

18-24
25-34
35-44
45-54
55-64
65+
Refused

ASK ALL

D3. **What is your current working status? SINGLE CODE ONLY**

Working full time
Working part time
Self employed
Retired
Looking after the home
Student
Unemployed
Registered disabled
Other (PLEASE CROSS BOX AND WRITE
INSIDE THE SPACE PROVIDED)

IF LOCAL RESIDENT AT Q1

D4. **How long have you lived in the area? SINGLE CODE ONLY**

Less than 5 years
6-10 years
11-15 years
16-20 years
21-25 years
26-30 years
31-35 years
36-40 years
41-45 years
46-50 years
51+ years
Don't know

IF NOT LOCAL RESIDENT AT Q1

D5. **How many years have you been visiting the area? SINGLE CODE ONLY**

Less than 5 years	<input type="checkbox"/>
6-10 years.....	<input type="checkbox"/>
11-15 years.....	<input type="checkbox"/>
16-20 years.....	<input type="checkbox"/>
21-25 years.....	<input type="checkbox"/>
26-30 years.....	<input type="checkbox"/>
31-35 years.....	<input type="checkbox"/>
36-40 years.....	<input type="checkbox"/>
41-45 years.....	<input type="checkbox"/>
46-50 years.....	<input type="checkbox"/>
51+ years.....	<input type="checkbox"/>
Don't know.....	<input type="checkbox"/>

ASK ALL

D6. **Approximately, how far away do you live from here? SINGLE CODE ONLY**

0-2 miles	<input type="checkbox"/>
3-4 miles	<input type="checkbox"/>
5-6 miles	<input type="checkbox"/>
7-10 miles	<input type="checkbox"/>
11-15 miles	<input type="checkbox"/>
16-20 miles	<input type="checkbox"/>
21-25 miles	<input type="checkbox"/>
26-50 miles	<input type="checkbox"/>
51+ miles	<input type="checkbox"/>
Don't know.....	<input type="checkbox"/>

Appendix 15B – Hinkley Business Survey Questionnaire

APPENDIX 15B: HINKLEY CONNECTION PROJECT SOCIO-ECONOMICS BUSINESS SURVEY QUESTIONNAIRE PROFORMA

FIRST CONTACT: Good morning/afternoon. My name is _____ from Ipsos MORI North. We are carrying out a survey amongst local businesses into their views on being based in their current location. Can I speak to the most appropriate person who might be able to answer some questions about the business?

CONTACT WITH POTENTIAL RESPONDENT: Good morning/afternoon. My name is _____ from Ipsos MORI North. We are carrying out a survey amongst local businesses into their views on being based in the area. Any information you provide will be treated in the strictest confidence. The questions will take about 10 minutes, would now be a convenient time?

Yes

No – but I am willing to take part another time

No – I do not wish to take part at all

Q1. Are you the person, or one of the people, who makes the major decisions
SA affecting this organisation?

Yes – CONTINUE

No – ASK TO SPEAK TO THE PERSON WHO MAKES DECISIONS

Don't know – ASK TO SPEAK TO THE PERSON WHO MAKES DECISIONS

Q2. What is your position in the company?
SA

Owner

Partner

MD/CEO

Company secretary

Finance Director

Other (Specify)

Q3. What year did your business open at this site?
SA

CODES OPEN

Don't know- IF DON'T KNOW ASK Q4

Q4. Roughly how many years has the business been open and located at this site?
SA

CODES OPEN

Q5. How many years have you personally been working at this site?

CODES OPEN

Don't know

Q6. Including yourself, what is the total number of employees working for your organisation at this site?

CODES OPEN

Don't know

Q7. Over the past 12 months, has the number of people employed at this site increased, decreased or stayed the same?

Increased

Decreased

Stayed the same

Don't know

Q8. Over the next 12 months, do you expect the number of people employed at this site to increase, decrease or stay the same?

Increase

Decrease

Stay the same

Don't know

Q9. Over the past 12 months, has the financial turnover at the site increased, decreased or stayed the same?

Increased

Decreased

Stayed the same

Don't know

Q10. Over the next 12 months, do you think the financial turnover at the site will increase, decrease or stay the same?

Increase

Decrease

Stay the same

Don't know

I am now going to ask you about where your customers come from. Please give your best estimates.

Q11. **What proportion of your customers are local (within 2 miles), what proportion come from the immediate area (up to 15 miles away), what proportion come from further afield (up to 50 miles away) what proportion come from elsewhere in the UK (further than 50 miles away) and what proportion come from abroad. We would like all your answers to come to 100%. So first of all...**

Local (within 2 miles)
Immediate area (15 miles)
Further afield (50 miles)
Elsewhere in the UK
Abroad

Q12. **Do you feel that the number of customers from more than 15 miles away has increased, decreased or stayed the same over the past 12 months?**

Increased
Decreased
Stayed the same
Don't know

Q13. **And what proportion of customers are new customers to you, and what proportion are returning or repeat customers? Again, we would like all your answers to come to 100%.**

New customers
Repeat customers
Don't know

Q14. **Thinking about all the things that you consider are important to make your business a success, is the area in which your business is located getting better or worse or has it remained the same compared to 12 months ago?**

Much better
A little better
About the same
A little worse
Much worse
Don't know

Q15. **And over the next 12 months, do you think the area will become better, worse
SA or remain about the same for conducting business?**

Much better
A little better
About the same
A little worse
Much worse
Don't know

Q16. **What do you see as being the major issues facing your business over the
MA next 12 months?**

DO NOT READ OUT

Poor exchange rates
UK economy/recession
Decreased reputation
Increased competition
Poor weather
Planned overhead transmission line construction
Planned gas pipeline construction
Undergrounding of electricity cables
Infrastructure developments
Increased costs
Fewer visitors to the area
Businesses spending less on corporate activities
Traffic congestion
Poor parking
Public transport
Cleanliness of the area
General appearance of the local area
Area of natural beauty/setting
Litter/rubbish dumping
Crime
New businesses setting up
Other (Specify)

REACTION TO THE SITE

National Grid is an electricity and gas company which plays a role in providing energy to millions of customers across Great Britain. National Grid is proposing to remove an existing 132,000 volt power line and replace it with a 400,000 volt line between electricity substations near Bridgwater and Avonmouth. The line is anticipated to be approximately 44 kilometres long and be a mixture of overhead power lines and underground cables. Additional surface infrastructure, such as electricity substations, will also be required near to the line to enable this upgrade.

Q17. **Are you aware that this work is proposed?**

SA
Yes
No
Don't know

Q18. **To what extent do you feel informed about this National Grid development?**
SA **Are you...**

Very informed
Fairly informed
Not very informed
Not at all informed
Don't know

Q19. **If the proposed project was built, do you think it would have a positive impact, a negative impact or have no impact on...?**
SA **per row**
a)....Your business
b)....Local businesses generally
c) ...The local area

Positive
Negative
No impact

IF POSITIVE IMPACT ON BUSINESS AT Q19a ASK Q20/21

Q20. **How long would you expect the positive impact on your business to last?**
SA

Up to 3 months
Up to 6 months
Up to a year
Up to 5 years
Up to 10 years
Up to 20 years
Permanently
For the foreseeable future
Whilst building work is taking place
Don't know

Q21. **INSERT POSTIVE BUSINESS IMPACT AT Q19a: Roughly what percentage increase in revenue might you expect to see**
SA
a) During construction
b) 12 months after construction
c) 5 years after construction
if the proposed project was built?

5% or less
5.1% to 10%
10.1% to 15%
15.1% to 20%
20.1% or more
Don't know

Q22. IF NEGATIVE IMPACT ON BUSINESS AT Q19a ASK Q22/23: **How long would you expect the negative impact on your business to last?**

Up to 3 months
Up to 6 months
Up to a year
Up to 5 years
Up to 10 years
Up to 20 years
Permanently
For the foreseeable future
Whilst building work is taking place
It would put us out of business
Don't know

Q23. INSERT NEGATIVE BUSINESS IMPACT AT Q19a: **Roughly what percentage decrease in revenue might you expect to see**

- a) During construction
- b) 12 months after construction
- c) 5 years after construction

if the proposed project was built?

5% or less
5.1% to 10%
10.1% to 15%
15.1% to 20%
20.1% or more
Would put us out of business
Don't know

Q24. IF POSITIVE LOCAL IMPACT AT Q19c ASK Q24: **How long would you expect the positive impact on the local area to last?**

Up to 3 months
Up to 6 months
Up to a year
Up to 5 years
Up to 10 years
Up to 20 years
Permanently
For the foreseeable future
It would put us out of business
Don't know

Q25. IF NEGATIVE LOCAL IMPACT AT Q19c ASK Q25: **How long would you expect SA the negative impact on the local area to last?**

Up to 3 months
Up to 6 months
Up to a year
Up to 5 years
Up to 10 years
Up to 20 years
Permanently
For the foreseeable future
It would put us out of business
Don't know

Q26. **What, if anything, would the potential benefits be to your business if the OE proposed project were to be built?**

Q27. **What, if anything, could negatively impact your business if the proposed OE project were to be built?**

Q28. **Remembering that your answers are completely confidential, can you provide SA me with an indication of your annual turnover from this site?**

Less than £50,000
£50,001 - £100,000
£100,001 - £500,000
£500,001 - £1,000,000
£1,000,001+
Don't know
Prefer not to say

Appendix 15C – United Nations World Tourism Organisations Definition of Tourism

APPENDIX 15C: DEFINITION OF TOURISM

Tourism, including tourism expenditure and employment, has been identified as a potential receptor. As such the relative importance of this sector has been considered. In doing so it is important that an agreed definition of tourism is used within the assessment. The United Nations World Tourism Organisation (UNWTO) definition of tourism, as used by the Office of National Statistics, is as follows:

“Tourism is defined by the activities of persons identified as visitors. A visitor is someone who is making a visit to a main destination outside his/her usual environment for less than a year for any main purpose [including] holidays, leisure and recreation, business, health, education or other purposes... This scope is much wider than the traditional perception of tourists, which includes only those travelling for leisure.” (ONS, 2012)

Tourists are visitors staying away from home for one night or more. Those whose visit does not include an overnight stay are categorised as day visitors. Both tourists and visitors must be making a visit *“outside of [their] usual environment”* (i.e. their visit takes place in an area in which they are not resident nor employed, nor are they making frequent visits there).

Tourists and visitors buy a wide variety of goods and services which are sold by companies and organisations right across the economy. Therefore, unlike other industrial economic sectors¹ (for example, agriculture forestry and fishing; mining and quarrying; manufacturing; construction etc.), tourism is not a sector for which statistical data² may be gathered; rather it is a collection of cross-cutting activities. For the purposes of the assessment, tourism is assumed to comprise an aggregate of a number of sub-sectors of the economy identified by United Nations World Tourism Organisation (UNWTO) (Table 15C.1).

Table C.1 Tourism Industries as Defined by the UNWTO

Tourism Industries	SIC 2007	Description
Accommodation for Visitors	55100	Hotels and similar accommodation
	55202	Youth hostels
	55300	Recreational vehicle parks, trailer parks and camping grounds
	55201	Holiday centres and villages
	55209	Other holiday and other collective accommodation
	55900	Other accommodation

¹ i.e. a sector for which specific data about business numbers, employment numbers, expenditure, gross value added etc may be gathered.

² i.e. such as specific data about business numbers, employment numbers, expenditure, gross value added etc.

Tourism Industries	SIC 2007	Description
	68209	Other letting and operating of own or leased real estate
	68320	Management of real estate on a fee or contract basis
Food and Beverage Serving Activities	56101	Licensed restaurants
	56102	Unlicensed restaurants and cafes
	56103	Take away food shops and mobile food stands
	56290	Other food services
	56210	Event catering activities
	56301	Licensed clubs
	56302	Public houses and bars
Railway Passenger Transport	49100	Passenger and rail transport, interurban
Road Passenger Transport	49320	Taxi operation
	49390	Other passenger land transport
Water Passenger Transport	50100	Sea and coastal passenger water transport
	50300	Inland passenger water transport
Air Passenger Transport	51101	Scheduled passenger air transport
	51102	Non scheduled passenger air transport
Transport Equipment Rental	77110	Renting and leasing of cars and light motor vehicles
	77341	Renting and leasing of passenger water transport equipment
	77351	Renting and leasing of passenger air transport equipment
Travel Agencies and Other Reservation Services Activities	79110	Travel agency activities
	79120	Tour operator activities
	79901	Activities of tour guides
	79909	Other reservation service activities not elsewhere classified
Cultural Activities	90010	Performing arts
	90020	Support activities for the performing arts

Tourism Industries	SIC 2007	Description
	90030	Artistic creation
	90040	Operation of arts facilities
	91020	Museum activities
	91030	Operation of historical sites and buildings and similar visitor attractions
	91040	Botanical and zoological gardens and nature reserves activities
Sporting and Recreational Activities	92000	Gambling and betting activities
	93110	Operation of sports facilities
	93199	Other sports activities
	93210	Activities of amusement parks and theme parks
	93290	Other amusement and recreational activities not elsewhere classified
	77210	Renting and leasing of recreational and sports goods
Country Specific Tourism Characteristic Activities	82301	Activities of exhibition and fair organisers
	82302	Activities of conference organisers
	68202	Letting and operating of conference and exhibition centres
<p><i>Note:</i> UNWTO suggests that only the parts of 68209 and 68320 relating to second homes and timeshare properties be included. These sectors are sometimes omitted from tourism classifications.</p>		
<p>Source: UNWTO, Quoted in Office for National Statistics (2012)</p>		

Appendix 15D – Full Baseline Data Tables

APPENDIX 15D: DETAILED SOCIO-ECONOMIC BASELINE DATA TABLES

Population

Wards: Population Age Profile (%) 2011

Age	South Gloucestershire		Bristol		Sedgemoor					West Somerset	
	Almondsbury	Pilning & Severn Beach	Avonmouth	Kings-weston	Axevale	King's Isle	Knoll	Puriton & Woolavington	Wedmore and Mark	Quantock Vale	
0-15	17.7	17.9	17.0	22.0	20.1	18.8	20.6	14.7	18.6	17.7	
16-29	12.1	14.6	12.7	18.3	15.2	12.9	10.6	12.1	13.8	13.5	
30-44	15.9	20.2	16.0	18.7	20.3	19.3	21.2	14.4	18.1	16.1	
45-64	32.9	30.8	31.7	25.2	28.2	30.4	27.9	30.4	27.4	29.7	
65+	21.3	16.7	22.8	15.9	16.2	18.5	19.8	28.5	22.1	22.9	
ACTUAL	4,115	3,647	12,485	10,337	4,261	4,506	5,016	4,647	4,796	2,121	

Age	North Somerset										
	Banswell & Winscombe	Blagdon & Churchill	Congresbury	Easton-in-Gordano	Gordano	Kewstoke	Nailsea North & West	Portishead East	Wraxall & Long Ashton	Wrington	Yatton
0-15	15.4	19.5	16.8	17.8	17.9	21.1	15.7	21.1	20.2	18.2	24.4
16-29	10.8	11.4	11.6	12.4	12.6	12.8	13.2	11.1	19.2	11.7	13.2
30-44	14.0	14.5	16.2	15.9	16.1	18.7	15.4	22.6	20.2	17.1	26.2
45-64	33.9	33.1	30.4	33.4	33.9	28.7	29.6	26.5	24.7	28.9	22.8
65+	25.8	21.1	24.8	20.4	19.6	18.9	25.9	18.7	15.8	24.4	13.6
ACTUAL	11,036	3,815	3,497	2,655	4,315	3,380	9,045	5,831	7,793	2,851	9,273

Source: ONS, 2011

Super Output Areas: Population Age Profile (%) 2011

Age	North Somerset																				
	003B	003F	004B	006E	006F	006G	008B	008C	008D	008F	012B	012D	012E	013C	013D	014A	014B	014C	023A	024A	024B
0-15	13.5	26.6	15.9	23.6	21.6	13.6	15.0	19.8	14.9	11.9	15.6	16.7	19.7	21.7	22.6	18.5	19.5	13.1	14.2	16.1	15.4
16-29	10.1	13.0	17.6	19.3	20.7	11.2	10.7	11.1	11.3	12.4	16.5	12.2	14.9	12.8	15.2	12.4	13.8	10.2	17.5	10.4	10.8
30-44	12.4	24.6	20.8	19.0	17.7	14.2	15.7	16.8	15.8	12.0	16.7	16.0	23.4	19.7	23.4	16.3	15.4	13.7	11.4	14.7	14.0
45-64	34.5	24.6	27.5	23.1	21.4	30.3	30.8	34.9	30.0	36.2	32.9	25.3	30.4	29.2	28.4	29.3	34.1	29.9	29.3	28.0	33.9
65+	29.5	11.1	18.1	14.8	18.5	30.8	28.0	17.4	27.9	27.3	18.3	29.8	11.5	16.6	10.5	23.4	17.2	33.1	27.5	30.9	25.8
ACTUAL	1,818	1,059	1,303	1,611	2,483	1,832	1,605	1,391	1,549	1,386	1,540	1,721	1,571	1,645	1,348	1,606	1,891	1,690	1,342	1,438	1,565

Age	North Somerset				Sedgemoor								South Gloucestershire				Bristol				West Somerset	
	024C	024E	024F	026B	002C	002F	003A	003D	006B	006C	006D	010A	012B	005A	005C	003B	003C	003E	008C	008E	008F	004C
0-15	14.6	17.7	21.1	17.0	15.2	18.3	18.1	16.9	17.4	22.2	17.5	21.2	21.8	20.4	26.6	17.9	17.2	16.9	16.9	19.0	18.5	17.9
16-29	8.8	11.1	12.1	13.9	11.5	16.3	15.3	12.1	11.6	14.3	14.6	18.5	22.6	11.3	11.9	12.5	17.6	14.7	11.2	12.1	12.2	15.1
30-44	13.2	14.4	15.6	16.0	14.0	18.0	18.7	15.7	17.6	20.2	18.9	20.6	21.8	16.5	30.2	16.5	13.8	15.9	16.1	18.2	18.2	20.9
45-64	36.4	35.1	31.9	31.9	38.3	28.8	28.7	29.7	30.5	27.9	30.0	25.9	23.6	34.1	20.6	31.3	29.7	30.1	31.2	26.3	29.5	27.4
65+	27.2	21.8	19.4	21.1	21.0	18.6	19.2	25.5	22.8	15.4	19.0	13.9	10.1	17.5	10.6	21.9	21.6	22.4	24.6	24.3	21.5	18.7
ACTUAL	1,543	1,106	1,356	1,153	2,262	2,907	2,204	1,478	1,971	1,968	2,115	1,525	1,557	1,864	2,108	1,583	1,624	1,491	1,473	1,628	1,611	2,121

Education and Qualifications

Districts: Highest Level of Qualification 2011

Qualification	West Somerset	Sedgemoor	Bristol	North Somerset	South Gloucestershire	Somerset	South West	England
No Qualifications	24.8	25.1	20.2	19.6	18.6	22.4	20.7	22.5
Level 1 Qualifications	13.6	14.7	11.9	13.7	14.9	13.7	13.6	13.3
Level 2 Qualifications	16.7	17.1	12.8	17.2	16.7	17.2	16.4	15.2
Apprenticeship	4.0	4.7	2.9	4.4	5.4	4.5	4.3	3.6
Level 3 Qualifications	10.7	11.8	14.6	12.7	13.7	12.1	13.2	12.4
Level 4 Qualifications and Above	24.8	22.1	32.8	28.4	26.7	25.6	27.4	27.4
Other Qualifications	5.3	4.5	4.9	4.1	4.1	4.5	4.5	5.7

Source: ONS, 2011

Wards: Highest Level of Qualification 2011

Qualification	South Gloucestershire		Bristol		Sedgemoor				West Somerset	
	Almondsbury	Pilning & Severn Beach	Avonmouth	Kings-weston	Axevale	King's Isle	Knoll	Puriton & Woolavington	Wedmore and Mark	Quantock Vale
No Qualifications	14.5	21.4	29.6	28.2	14.3	23.5	21.6	25.7	18.0	23.6
Level 1 Qualifications	11.4	16.4	17.6	16.4	11.6	15.1	12.9	14.2	10.5	12.9
Level 2 Qualifications	15.5	17.2	16.4	15.7	16.8	16.7	17.7	16.8	17.5	15.9
Apprenticeship	3.6	5.5	5.2	3.9	3.7	5.1	4.7	4.7	3.1	3.2
Level 3 Qualifications	11.4	11.7	9.8	10.0	12.5	11.5	11.7	11.5	11.9	11.4
Level 4 Qualifications and Above	39.3	22.4	15.6	20.5	38.0	24.2	27.8	23.7	36.3	28.7
Other Qualifications	4.3	5.4	5.7	5.3	3.0	3.8	3.6	3.5	2.7	4.2

Qualification	North Somerset										
	Banswell & Winscombe	Blagdon & Churchill	Congresbury	Easton-in-Gordano	Gordano	Kewstoke	Nailsea North & West	Portishead	Wraxall & Long Ashton	Wrington	Yatton
No Qualifications	18.0	14.2	18.1	12.4	14.3	18.1	19.7	13.5	14.8	16.6	16.4
Level 1 Qualifications	13.5	11.0	11.5	9.0	11.2	14.8	15.0	13.5	10.1	11.3	13.9
Level 2 Qualifications	17.9	13.7	15.4	13.5	14.8	17.2	17.7	17.9	14.3	15.5	16.8
Apprenticeship	3.9	4.1	3.6	4.2	4.0	5.0	4.9	4.3	3.2	3.2	3.9
Level 3 Qualifications	12.9	13.0	13.3	12.5	12.4	14.1	12.7	14.1	10.0	11.4	13.1
Level 4 Qualifications and Above	29.1	40.3	34.4	45.1	40.5	27.3	26.2	33.5	44.5	39.1	32.5
Other Qualifications	4.8	3.7	3.6	3.3	2.7	3.5	3.8	3.1	3.1	2.9	3.4

Source: ONS, 2011

Super Output Areas: Highest Level of Qualification 2011

Qualification	North Somerset																				
	003B	003F	004B	006E	006F	006G	008B	008C	008D	008F	012B	012D	012E	013C	013D	014A	014B	014C	023A	024A	024B
No Qualifications	20.0	12.1	15.6	13.4	11.3	17.9	24.5	15.7	16.7	14.7	17.0	14.0	17.2	17.6	16.3	18.0	18.2	10.7	22.2	18.5	14.1
Level 1 Qualifications	14.3	16.7	10.7	8.4	11.3	11.1	15.8	15.5	15.0	12.3	13.1	13.9	12.6	10.7	11.6	11.8	11.3	15.7	15.9	11.7	10.4
Level 2 Qualifications	19.1	18.9	15.2	15.9	14.5	15	17.5	16.1	19.6	18.5	16.5	18.1	18	15.6	15.7	17.7	13.5	19.8	16.7	15.8	16.5
Apprenticeship	5.3	3.9	5.6	2.8	3.4	4.7	5.2	5.4	4.1	4.4	3.2	3.9	2.9	3.3	3.8	3.0	4.2	4.8	4.3	3.8	4.2
Level 3 Qualifications	10.8	14	11.5	12.8	13.5	11.1	10.5	12.0	14.2	14.1	13.4	14.1	13.3	11.6	11.5	13.1	13.4	15.8	10.4	11.2	10.3
Level 4 Qualifications and Above	25.9	31.6	37.7	42.9	43.6	37	22.6	32.0	27.4	32.2	33.8	33.1	33.2	38.4	38.4	32.9	35.6	30.3	25.4	36.2	36.1
Other Qualifications	4.7	2.8	3.8	3.8	2.4	3.2	3.8	3.3	3.1	3.8	2.9	2.8	2.9	2.9	2.7	3.4	3.8	2.8	5.1	2.9	8.5

Qualification	North Somerset				Sedgemoor										South Gloucestershire				Bristol					West Somerset
	024C	024E	024F	026B	002C	002F	003A	003D	006B	006C	006D	010A	012B	005A	005C	003B	003C	003E	008C	008E	008F	004C		
No Qualifications	20.3	16.5	11.4	20.7	19.8	21.3	12.8	23	27.6	23.9	28.6	28.2	19.7	18.8	17.9	29.8	39.2	38.9	22.8	25.5	33.5	23.6		
Level 1 Qualifications	12.5	10.8	12.7	14.9	11.6	15.3	11.7	14.2	14.1	13.5	14.8	15.5	13.3	11.5	16.5	20.9	17.5	18.9	16.1	18.1	19.6	12.9		
Level 2 Qualifications	17.2	13.1	12.5	16.7	19.1	17.5	17.9	17.4	18.1	16.7	17.3	17.4	16.3	14.2	17.2	16.6	16.2	13.7	15.3	19.6	16.6	15.9		
Apprenticeship	3.4	4.8	4.1	3.6	4.8	3.9	3.6	3.3	5.5	5.6	3.7	5.2	4.9	4.9	5.7	4.6	3.6	3.3	6.3	4.8	4.6	3.2		
Level 3 Qualifications	11.9	16.6	14.4	14.6	11.3	12.5	13	12	12.2	11.7	12.1	11.9	11.7	11.4	12.3	7.9	9.3	8.4	11.1	10.1	10.6	11.4		
Level 4 Qualifications and Above	30.3	34.3	40.9	25.9	30.0	25.8	39	26.7	18.6	24.8	20.0	15.0	31.1	33.7	25.2	13	9	10.7	22.8	14.9	9.6	28.7		
Other Qualifications	4.4	3.8	3.9	3.7	3.4	3.8	2.1	3.5	4	3.8	3.4	6.7	2.9	5.5	5.2	7.2	5.3	6.2	5.5	6.9	5.5	4.2		

Source: ONS, 2011

Economic Activity

Districts: Economic Activity 2011

Activity	West Somerset	Sedgemoor	Bristol	North Somerset	South Gloucestershire	Somerset	South West	England
All usual residents aged 16 – 74	24,918	82,903	321,506	145,352	192,468	381,185	3,856,715	38,881,374
Economically Active: Actual	16,118	57,966	227,119	102,607	143,198	269,768	2,710,787	27,183,134
Economically Active: Calculated %	64.7	69.9	70.6	70.6	74.4	70.8	70.3	69.9
Unemployed: Actual	688	2,972	13,817	4,350	5,354	11,350	126,208	1,702,847
Unemployed: Calculated % of Economically Active	4.3	5.1	6.1	4.2	3.7	4.2	4.7	6.3

Source: ONS, 2011

Wards: Economic Activity 2011

Activity	South Gloucestershire		Bristol			Sedgemoor				West Somerset	
	Almondsbury	Pilning & Severn Beach	Avonmouth	Kings-weston	Axevale	King's Isle	Knoll	Puriton & Woolavington	Wedmore and Mark	Quantock Vale	
All usual residents aged 16 – 74	2,922	2,679	8,978	7,222	3,174	3,325	3,706	3,355	3,413	1,584	
Economically Active: Actual	2,174	2,033	6,541	4,893	2,243	2,331	2,669	2,229	2,376	1,001	
Economically Active: Calculated %	74.4	75.9	72.9	67.8	70.7	70.1	72.0	66.4	69.6	63.2	
Unemployed: Actual	61	93	421	414	72	80	79	88	59	49	
Unemployed: Calculated % of Economically Active	2.8	4.6	6.4	8.5	3.2	3.4	3.0	3.9	2.5	4.9	

Activity	North Somerset										
	Banswell & Winscombe	Blagdon & Churchill	Congresbury	Easton-in-Gordano	Gordano	Kewstoke	Nailsea North & West	Portishead East	Wraxall & Long Ashton	Wrington	Yatton
All usual residents aged 16 – 74	7,810	2,837	2,533	1,908	3,087	2,554	6,498	3,986	5,419	2,005	6,782
Economically Active: Actual	5,479	1,948	1,605	1,283	2,312	1,849	4,478	3,145	4,007	1,409	4,903
Economically Active: Calculated %	70.2	68.7	63.4	67.2	74.9	72.4	68.9	78.9	73.9	70.3	72.3
Unemployed: Actual	200	52	57	32	51	61	132	98	120	54	149
Unemployed: Calculated % of Economically Active	3.7	2.7	3.6	2.5	2.2	3.3	2.9	3.1	3.0	3.8	3.0

Source: ONS, 2011

Super Output Areas: Economic Activity 2011

Activity	North Somerset																				
	003B	003F	004B	006E	006F	006G	008B	008C	008D	008F	012B	012D	012E	013C	013D	014A	014B	014C	023A	024A	024B
All usual residents aged 16 – 74	1,251	732	957	1,151	1,740	1,347	1,080	1,007	1,167	1,071	1,098	1,312	1,114	1,116	991	1,186	1,347	1,248	1,007	962	1,144
Economically Active: Actual	870	596	631	859	1,394	918	721	681	862	686	801	1,030	781	776	712	728	877	988	673	636	686
Economically Active: Calculated %	69.5	81.4	65.9	74.6	80.1	68.2	66.8	67.6	73.9	64.1	73.0	78.5	70.1	69.5	71.8	61.4	65.1	79.2	66.8	66.1	60.0
Unemployed: Actual	35	23	11	17	28	23	21	21	22	15	23	35	23	30	25	33	24	25	23	22	20
Unemployed: Calculated % of Economically Active	4.0	3.9	1.7	2.0	2.0	2.5	2.9	3.1	2.6	2.2	2.9	3.4	2.9	3.9	3.5	4.5	2.7	2.5	3.4	3.5	2.9

Activity	North Somerset				Sedgemoor								South Gloucestershire		Bristol					West Somerset		
	024C	024E	024F	026B	002C	002F	003A	003D	006B	006C	006D	010A	012B	005A	005C	003B	003C	003E	008C	008E	008F	004C
All usual residents aged 16 – 74	1,021	816	1,018	856	1,638	2,160	1,651	1,024	1,490	1,428	1,517	1,110	1,193	1,396	1,517	1063	1,087	1,024	1,119	1,206	1,145	1,584
Economically Active: Actual	695	533	718	632	1,222	1,537	1,131	749	1,037	995	973	847	848	1,046	1,171	759	686	688	827	957	858	1,001
Economically Active: Calculated %	68.1	65.3	70.5	73.8	74.6	71.2	68.5	73.1	69.6	69.7	64.1	76.3	71.1	74.9	77.2	71	63.1	67.2	73.9	79.4	74.9	63.2
Unemployed: Actual	24	20	11	23	32	89	32	17	42	24	51	31	27	43	51	70	84	63	27	58	54	49
Unemployed: Calculated % of Economically Active	3.5	3.8	1.5	3.6	2.6	5.8	2.8	2.3	4.1	2.4	5.2	3.7	3.2	4.1	4.4	9.2	12.2	9.2	3.3	6.1	6.3	4.9

Source: ONS, 2011

Employment by Occupation

Districts: Employment by Occupation (%) 2011

Occupation	West Somerset	Sedgemoor	Bristol	North Somerset	South Gloucestershire	Somerset	South West	England
Managers and senior officials	12.6	10.9	8.6	12.2	10.4	11.0	11.1	10.9
Professional	11.7	13.0	22.6	17.2	17.3	14.8	16.5	17.5
Associate professional & technical	8.9	9.8	13.7	13.2	12.3	10.9	12.1	12.8
Administrative & secretarial	8.5	10.4	11.1	11.6	14.0	10.2	11.0	11.5
Skilled trades	18.2	14.4	9.6	11.3	12.3	15	13.4	11.4
Personal services	12.3	10.6	8.5	9.8	8.5	10.7	9.8	9.3
Sales and customer services	7.3	8.2	8.7	8.7	9.2	8.1	8.4	8.4
Process plant and machine operatives	6.1	9.5	5.8	6.3	6.3	7.9	6.7	7.2
Elementary occupations	14.5	130.	11.4	9.6	9.7	11.5	11.0	11.1

Source: ONS, 2011

Wards: Employment by Occupation (%) 2011

Occupation	South Gloucestershire		Bristol			Sedgemoor				West Somerset
	Almondsbury	Pilning & Severn Beach	Avonmouth	Kingsweston	Axevale	King's Isle	Knoll	Puriton & Woolavington	Wedmore and Mark	Quantock Vale
Managers and senior officials	15.2	11.6	6.9	7.5	14.7	13.5	15.7	11.6	16.5	13.3
Professional	23.2	14	9.9	13.6	22	13.1	15.1	14.4	19.6	15.3
Associate professional & technical	14.5	9	8.9	9.7	13	10	11.2	10	13.5	9.8
Administrative & secretarial	11.9	12.7	12.5	11.6	9.2	10.7	10.1	11.7	9.4	9.4
Skilled trades	9.8	13.8	10.8	10.6	11.9	16.5	16.5	14.1	15.3	17.7
Personal services	7.3	9	10.5	11	9.5	9.1	8.5	10.3	8.8	9
Sales and customer services	5.7	8.2	10.7	9.5	5.9	8.5	6.6	8.2	4.8	5
Process plant and machine operatives	4.4	9.1	11.3	9.7	5.4	8.2	7.4	9.4	4.3	7.4
Elementary occupations	8	12.6	18.4	16.8	8.4	10.4	8.8	10.3	7.7	13.1

Occupation	North Somerset										
	Banswell & Winscombe	Blagdon & Churchill	Congresbury	Easton-in-Gordano	Gordano	Kewstoke	Nailsea North & West	Portishead East	Wraxall & Long Ashton	Wrington	Yatton
Managers and senior officials	13.4	16.3	13.9	19.5	16.6	15.5	9.3	12.5	17.6	14.9	12.2
Professional	17.1	22.8	21.7	27.2	23.5	15.2	16.0	19.1	28.8	23.5	19.0
Associate professional & technical	13.3	14.8	14.5	15.2	17.6	13.7	13.3	18.8	16.3	13.3	12.9
Administrative & secretarial	11.6	10.3	11	11.3	11.9	11.5	14.6	13	10.3	11.3	12.9
Skilled trades	11.3	11.8	12	9.1	9.4	12.1	11.6	8.8	7.9	12.1	12.3
Personal services	9.5	7.3	8.0	5.9	5.9	9.4	10.2	7.5	5.9	6.5	8.4
Sales and customer services	7.4	4.7	6.2	4.0	6.6	7.1	9.4	8.9	5.1	5.3	6.6
Process plant and machine operatives	6.8	4.2	5.0	2.9	3.5	6.4	6.1	4.7	2.8	5.0	6.0
Elementary occupations	9.5	7.8	7.7	4.9	5.1	9.1	9.6	6.6	5.3	8.0	9.7

Source: ONS, 2011

Super Output Areas: Employment by Occupation (%) 2011

Occupation	North Somerset																				
	003B	003F	004B	006E	006F	006G	008B	008C	008D	008F	012B	012D	012E	013C	013D	014A	014B	014C	023A	024A	024B
Managers and senior officials	10.8	11.1	16.2	20.6	15.3	18.6	8.5	9.2	9.1	12.0	16.3	14.0	8.9	12.3	17.7	12.9	14.7	15.8	15.6	15.2	13
Professional	14.8	19.3	20.4	27	25.2	21.1	15.2	17.4	16.7	18.1	18.1	18.5	21.2	25.1	20	20.7	22.5	14.5	15.4	21.4	23.7
Associate professional & technical	13.0	15.3	14.2	15.5	19.4	14.7	12.9	14.8	12.9	15.7	12.8	11.4	15.3	13.6	12.7	15.8	13.5	16.1	12.0	13.5	12.5
Administrative & secretarial	13.6	15.1	13.8	10.4	12.3	11.2	13.4	16.5	15.3	17.2	11.9	12.0	15.3	11.2	12.0	12.0	10.1	11.3	13.0	9.0	10.6
Skilled trades	12.0	7.5	12.1	7.9	7.5	12.2	11	11.6	10.3	10.2	12.7	13.5	10.8	9.7	15.2	11.9	12.1	12.3	12.8	10.9	11.8
Personal services	8.8	8.4	7.6	5.5	5.8	6.2	10.7	8.5	10.2	8.7	7.9	7.6	8.4	6.9	6.1	7.2	8.6	9.9	9.9	10.4	8.3
Sales and customer services	11.0	12.1	4.7	5.5	7.3	5.6	8.5	7.3	9.9	8.0	4.8	6.3	7.8	6.2	4.8	6.8	5.8	7.8	6.6	5.1	6.0
Process plant and machine operatives	6.2	4.9	5.2	1.8	2.9	4.4	6.9	6.3	6.6	3.5	5.7	6.9	4.8	5.4	4.8	5.1	4.9	5.6	5.9	3.6	3.9
Elementary occupations	9.8	6.3	5.8	5.6	4.3	6.2	12.9	8.4	9.1	6.6	9.7	9.8	7.6	9.6	6.6	7.7	7.8	6.8	8.8	10.9	10.1

Occupation	North Somerset				Sedgemoor							South Gloucestershire		Bristol					West Somerset			
	024C	024E	024F	026B	002C	002F	003A	003D	006B	006C	006D	010A	012B	005A	005C	003B	003C	003E	008C	008E	008F	004C
Managers and senior officials	13.8	16.1	15.5	14.4	17.7	13.6	17.5	14.4	11.5	12.6	9.3	8.7	14.2	15.2	12.9	4.3	3.7	6.0	7.2	8.6	6.5	13.3
Professional	19.6	20.2	25.1	12.1	16.1	14.2	21.6	15.8	10.7	15.8	10.9	6.8	16.9	18.3	16.1	6.5	6.7	6.6	16.1	7.6	5.5	15.3
Associate professional & technical	10.0	13.6	16.5	16.4	12.0	11.7	13.3	12.5	8.7	8.8	10.8	6.3	10.0	12.5	9.6	6.9	7.5	6.2	10.6	8.2	6.7	9.8
Administrative & secretarial	13.2	10.2	10.3	13.2	10.3	10.6	10.3	11.3	8.5	12.1	10.6	12.5	11.8	12.5	12.9	10.6	10.0	10.2	14.9	12.2	12.7	9.4
Skilled trades	13.6	10.4	11.3	9.9	14.2	13.5	13.1	17.5	21	14.2	13.9	15.1	16.8	13.1	14.2	10.2	12.0	11.8	12.1	10.1	10.6	17.7
Personal services	8.4	9.4	7.5	7.4	9.8	9.5	7.4	10.9	8.9	9.3	12.3	8.9	8.7	7.0	9.3	10.3	12.5	12	8.6	9.8	10.4	9.0
Sales and customer services	5.1	6.5	4.3	9.9	5	8.6	5.1	4.3	9.0	7.5	9.7	10.9	6.5	6.5	8.1	13.1	10.5	10.2	9.7	8.5	12.1	5.0
Process plant and machine operatives	7.5	4.1	3.9	9.1	6.4	8.0	4.8	5.0	9.9	9.5	10.1	14.5	5.8	5.3	7.2	12.8	12.2	15.1	8.8	15.4	13.0	7.4
Elementary occupations	8.8	9.4	5.6	7.6	8.5	10.4	6.9	8.4	12.0	10.1	12.4	16.2	9.3	9.5	9.6	25.3	24.9	21.9	11.9	19.5	22.5	13.1

Source: ONS, 2011

Economic Sectors

Districts: Full-time Jobs by Industry Sector (%) 2011

Sector	West Somerset	Sedgemoor	Bristol	North Somerset	South Gloucestershire	Somerset	South West	England
Agriculture, forestry and fishing	5.6	1.9	0.1	0.9	0.6	2.5	1.6	0.8
Mining and quarrying	0.1	0.2	0.1	0.2	0.2	0.3	0.2	0.2
Manufacturing	6.3	11.1	6.5	8.2	9.8	11.3	9.1	8.8
Electricity, gas, steam and air conditioning supply	1.1	1.5	0.4	0.4	0.7	0.7	0.6	0.6
Water supply; sewerage, waste management and remediation activities	7.5	9.2	6.6	7.8	8.6	8.3	8.0	7.7
Construction	0.8	1.2	0.7	1.1	0.7	0.9	0.8	0.7
Wholesale and retail trade; repair of motor vehicles and motor cycles	15.3	19.3	14.5	17.1	16.3	17.6	16.2	15.9
Transport and storage	3	4.4	4.3	4.8	4.9	3.7	4.0	5.0
Accommodation and food service activities	14.5	6.2	5.9	5.0	4.1	6	6.3	5.6
Information and communication	1.7	2.0	5.3	3.7	4.3	2.4	3.3	4.1
Financial and insurance activities	1.5	2.0	6.0	5.2	6.4	1.9	3.7	4.4
Real estate activities	1.6	1.1	1.3	1.6	1.2	1.2	1.4	1.5
Professional, scientific and technical activities	4.3	4.9	8.4	6.6	5.8	5.3	5.9	6.7
Administrative and support service activities	4.7	4.1	5.2	4.4	4.4	4.1	4.4	4.9
Public administration and defence; compulsory social security	4.1	5.1	5.4	6.3	7.6	6.4	7.1	5.9
Education	8.9	9.4	10.9	8.9	8.4	9.8	9.7	9.9
Human health and social work activities	13.0	12.0	14.0	13.2	12.3	13.0	12.9	12.4
Other	6.2	4.3	4.5	4.6	3.9	4.8	4.8	5.0

Wards: Full-time Jobs by Industry Sector (%) 2011

Sector	South Gloucestershire		Bristol			Sedgemoor			West Somerset Quantock Vale	
	Almondsbury	Pilning & Severn Beach	Avonmouth	Kings-weston	Axevale	King's Isle	Knoll	Puriton & Woolavington		
Agriculture, forestry and fishing	1.2	0.9	0	0.1	3.1	3.7	3.8	1.9	5.9	9.4
Mining and quarrying	0.2	0.4	0.1	0.1	0.7	0.1	0.1	0.1	0.3	0.2
Manufacturing	9.3	9.5	9.1	7.8	6.8	9	9.4	11.6	8.4	9.2
Electricity, gas, steam and air conditioning supply	0.8	0.7	0.3	0.5	0.3	1.9	0.7	1.4	0.5	3.9
Water supply; sewerage, waste management and remediation activities	7.9	8	7.1	6.1	7.3	11.6	8.9	8.5	8.1	7.7
Construction	0.4	1.4	1.1	0.9	0.5	1.9	0.7	1.4	0.7	1.6
Wholesale and retail trade; repair of motor vehicles and motor cycles	13.8	20.1	21.9	19.6	14.3	19.2	16.6	20.2	14.6	12.3
Transport and storage	4	9.3	10.3	7.6	3	3.6	4.3	4.5	2.4	3.6
Accommodation and food service activities	4	3.6	4.9	4.3	6	4	8.2	4.6	4.9	5.8
Information and communication	5.1	3.1	2.3	2.6	4.4	2.7	2.3	2	3.7	1.3
Financial and insurance activities	6.5	4.1	3.3	4.1	4	1.7	2.8	1.9	3.1	1.7
Real estate activities	1.2	1	0.8	1	2	0.8	1.9	0.5	1.7	1.8
Professional, scientific and technical activities	7.4	4.7	4.1	5.2	9.2	5.1	6.8	5.4	9.7	4.1
Administrative and support service activities	4.5	5.2	5.7	6.1	3.7	3.2	3.8	4	3.6	4.3
Public administration and defence; compulsory social security	7.3	5.2	4.2	4.6	4.8	7.5	4.5	6.1	4.3	4.9
Education	10.6	7.2	7.7	10.6	12.3	9.3	9.2	10.5	12.3	11.7
Human health and social work activities	11.6	12.2	13.3	14.8	12.8	10.2	11.5	11.6	10.6	12.3
Other	4.1	3.3	3.8	3.9	4.7	10.2	4.4	3.9	5.2	4.2

Sector	North Somerset										
	Banswell & Winscombe	Blagdon & Churchill	Congresbury	Easton-in-Gordano	Gordano	Kewstoke	Nailsea North & West	Portishead East	Wraxall & Long Ashton	Wrington	Yatton
Agriculture, forestry and fishing	2.0	3.0	2.1	1.0	1.5	2.1	0.4	1.9	0.8	4.5	1.8
Mining and quarrying	0.2	0.1	0.3	0.2	0.1	0.2	0.3	0.1	0.1	0.4	0.2
Manufacturing	7.7	9.2	6.7	5.8	6.8	8.5	6.7	11.6	6.3	7.8	9.8
Electricity, gas, steam and air conditioning supply	0.3	0.4	0.5	0.3	0.6	0.5	0.6	1.4	0.7	0.4	0.4
Water supply; sewerage, waste management and remediation activities	7.9	8.4	6.4	8.4	7.3	8.6	7.3	8.5	6.5	7.0	7.1
Construction	1.2	0.6	1.0	0.6	0.9	1.0	1.7	1.4	0.8	0.5	0.7
Wholesale and retail trade; repair of motor vehicles and motor cycles	17.0	9.9	14.0	10.8	14.2	16.7	18.2	20.2	11.3	12.7	15.1
Transport and storage	6.1	3.1	2.9	3.2	3.5	4.8	4.6	4.5	2.8	4.2	4.7
Accommodation and food service activities	5.0	6.1	7.3	3.4	3.4	7.0	4.0	4.6	3.6	4.5	4.6
Information and communication	2.6	4.6	3.5	6.4	5.3	3.5	3.8	2.0	6.4	5.0	3.9
Financial and insurance activities	4.5	5.6	6.9	6.3	7.5	5	6.7	1.9	8.3	4.8	5.9
Real estate activities	1.2	2.6	2.0	2.7	1.9	1.5	1.3	0.5	1.7	2.5	1.8
Professional, scientific and technical activities	7.4	10.5	9.6	11.2	9.6	5.7	7.1	5.4	11.1	10.6	7.2
Administrative and support service activities	3.8	4.1	3.6	4.2	4.4	3.8	4.7	4.0	4.4	5.1	4.8
Public administration and defence; compulsory social security	6.7	5.4	6.0	6.6	7.8	6.0	7.2	6.1	6.3	4.8	6.3
Education	9.7	10.8	11.4	10.4	9.2	8.3	9.1	10.5	11.1	10.8	10.3
Human health and social work activities	12.6	12.3	11.0	14	10.8	12.7	11.2	11.6	12.3	9.7	11.1
Other	4.2	3.2	4.8	4.5	5.3	4.2	5.0	3.9	5.4	4.8	4.3

Source: ONS, 2011

Super Output Areas: Full-time Jobs by Industry Sector (%) 2011

Sector	North Somerset																				
	003B	003F	004B	006E	006F	006G	008B	008C	008D	008F	012B	012D	012E	013C	013D	014A	014B	014C	023A	024A	024B
Agriculture, forestry and fishing	0.0	0.0	0.3	1.3	0.7	2.8	0.6	0.2	0.2	1.4	3.0	3.9	0.7	2.4	6.1	2.0	2.2	2.9	5.7	2.0	1.5
Mining and quarrying	0.2	0.0	0.2	0.1	0.1	0.2	0.4	0.3	0.5	0.2	0.0	0.4	0.3	0.5	0.1	0.4	0.2	0.1	0.5	0.0	0.2
Manufacturing	6.8	7.9	7.6	5.0	6.6	7.1	7.2	6.4	7.2	6.3	9.7	8.6	9.3	8.4	6.9	7.1	6.5	8.5	6.6	7.5	6.2
Electricity, gas, steam and air conditioning supply	0.8	0.0	0.3	0.8	0.9	0.2	1.0	0.6	0.4	0.8	0.5	0.2	0.7	0.7	0.3	0.6	0.3	0.5	0.0	0.3	
Water supply; sewerage, waste management and remediation activities	7.8	9.5	9.7	6.4	6.2	8.8	8.7	7.2	5.9	7.1	6.6	8	6.9	5.4	9.5	5.8	6.8	8.2	7.7	6.0	7.9
Construction	0.5	0.7	1.0	1.0	0.9	0.9	1.2	1.8	1.6	1.2	0.9	0.4	0.9	0.7	0.4	1.4	0.6	0.9	1.5	0.7	1.1
Wholesale and retail trade; repair of motor vehicles and motor cycles	20.5	18.6	11.2	12.4	15.5	12.3	16.9	16.2	18.9	15.5	14.6	14.2	14.3	13.1	13.6	15.3	12.8	17.7	19.1	15.2	12.8
Transport and storage	5.3	4.7	3.7	3.1	3.2	3.8	5.3	5.6	3.9	3.8	5.4	4.6	4.2	4.2	4.4	3.2	2.7	4.9	4.3	5.7	4.4
Accommodation and food service activities	4.2	2.6	4.4	2.6	3.4	3.5	4.9	4.3	4.9	3.2	5.3	5.1	4.2	5.1	3.7	7.5	7.1	4.6	3.5	6.9	6.3
Information and communication	2.9	3.2	5	6.4	5.7	4.6	2.3	2.9	4.3	5.1	3.9	3.3	4.4	5.3	4.1	4.8	2.5	3.7	3.1	2.8	1.5
Financial and insurance activities	5.8	8.1	5.8	10.6	9.3	4.7	5.6	6.4	8.2	8.6	4.4	5.0	8.0	4.9	4.8	6.7	7.2	6.5	3.7	3.3	6.0
Real estate activities	1.1	1.8	2.1	1.2	1.9	1.9	1.2	1.1	1.1	1.4	2.3	1.7	1.6	2.2	2.8	2.2	1.9	1.9	0.8	1.5	1.8
Professional, scientific and technical activities	6	5.6	7.9	8.5	8.8	10.8	6.5	8.2	8.2	6.0	6.5	6.7	8.1	10.7	9.9	9	10.1	5.8	5.7	10.8	8.5
Administrative and support service activities	4.2	4.7	4.4	5.4	3.9	5.2	4.8	5.2	3.5	3.8	5.1	5.4	3.1	5.7	4.7	3.8	3.5	4	4.3	3.4	3.9
Public administration and defence; compulsory social security	9.6	7.9	6.8	6.0	9.6	5.2	8.4	9.3	6.8	7.1	6.7	7.0	7.6	5.3	4.5	5.8	6.2	6.9	6.0	6.2	6.9
Education	9.8	10.2	10.2	12.6	8.4	10.3	9.0	8.2	8.4	12.2	9.6	10.1	10.9	10.9	10.4	11.6	11.2	8.4	8.6	12.2	15.4
Human health and social work activities	10.2	9.6	15.7	10.8	10.3	11.4	11.0	11.1	11.9	9.9	10.8	11.1	11.8	10.4	8.5	9.1	12.5	11.2	13.7	11.4	11.3
Other	4.2	4.9	3.7	5.8	4.5	6.4	5.1	4.9	4.2	6.6	4.7	4.4	3.1	4.3	5.3	4.1	5.4	3.5	4.5	4.6	3.9

Sector	North Somerset				Sedgemoor								South Gloucestershire			Bristol					West Somerset	
	024C	024E	024F	026B	002C	002F	003A	003D	006B	006C	006D	010A	012B	005A	005C	003B	003C	003E	008C	008E	008F	004C
Agriculture, forestry and fishing	2.4	2.2	1.9	3	3.6	1.7	5.2	5.4	3.8	1.3	2.0	1.2	5.6	1.8	1.5	0.3	0.0	0.2	0.0	0.0	0.0	9.4
Mining and quarrying	0.3	0.0	0.3	0.0	0.2	0.1	0.2	0.0	0.1	0.0	0.2	0.2	0.1	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Manufacturing	9	7.9	9.9	7.1	8.4	9.3	6.4	9.4	11.2	10.7	12.6	13.1	10.7	7.7	9.4	8.5	9.2	9.9	9.5	11.4	9.8	9.2
Electricity, gas, steam and air conditioning supply	0.6	0.4	0.6	0.2	0.4	1.0	0.4	0.1	0.7	2.1	1.0	2.5	2.6	0.8	0.9	0.1	0.0	0.8	0.3	0.6	0.0	3.9
Water supply; sewerage, waste management and remediation activities	10.8	7.7	8.6	7.4	8.7	8.5	7.3	9.8	11	9.2	7.1	10.3	10.2	10.1	8.1	7.4	5.3	5.5	7.0	7.2	6.2	7.7
Construction	1.0	0.8	0.4	1.7	0.5	0.9	0.5	0.7	1.2	1.8	1.0	2.0	1.7	0.8	1.1	1.9	1	1.1	0.3	1.7	1.4	1.6
Wholesale and retail trade; repair of motor vehicles and motor cycles	12.9	12.6	9.8	16.7	15.2	17.7	14.4	16.4	20.4	18.4	22.1	24.7	14.7	15.5	18.7	24.9	25.7	22.5	16.8	22.2	27.4	12.3
Transport and storage	6.3	2.6	3.6	7.8	4.3	4.0	3.2	2.6	4.8	4.9	4.2	5.3	2.5	5.2	7.9	11.2	9	11.7	9.2	14.1	12.6	3.6
Accommodation and food service activities	5.4	8.1	4.4	4.3	8.8	8.1	5.6	3.6	9.5	5.3	4.8	3.1	3.8	5.4	3.2	5.6	4.5	5.5	3.2	5.2	5.3	5.8
Information and communication	2.8	3.7	6.0	2	2.5	2.4	4.4	2.3	1.7	2	1.6	0.6	2.6	4.1	4.0	1.0	1.2	1.9	2.8	1.3	1.9	1.3
Financial and insurance activities	2.4	5.7	5.9	6.9	3.4	2.9	4.6	3.2	1.3	1.6	2.1	1.2	2.1	4.8	4.4	2.5	2.5	1.6	5.9	3.0	1.6	1.7
Real estate activities	1.2	3.3	2	0.8	1.9	2.3	2.8	1.5	1.3	0.3	0.8	0.9	0.6	1.5	1.1	0.7	1.5	0.3	0.5	0.6	0.8	1.8
Professional, scientific and technical activities	9.9	10.6	8.6	7.3	6.4	7.3	8.9	7.3	4.2	5.7	5.0	2.5	7.5	6.7	5.2	2.2	3.3	2.9	5.7	3.8	2.6	4.1
Administrative and support service activities	3.1	3.7	2.4	4.3	3.6	3.5	2.8	3.4	3.9	3.9	4.9	5.8	2.8	4.8	4.9	7.7	7.2	7.5	4.6	4.9	5.7	4.3
Public administration and defence; compulsory social security	5.4	3.5	5.9	7.1	5.5	5.5	5.7	5.2	2.8	6.5	4.9	5.5	7.6	4.4	4.9	2.8	3	4.7	4.3	3.1	3.0	4.9
Education	11.1	12.0	12.2	8.3	9.1	9.0	10.5	11.7	7.7	9.4	11.4	7.8	12.3	9.5	7.4	6.9	7.5	7.8	10.9	5.8	5.4	11.7
Human health and social work activities	12.3	12.2	14.2	11.6	13	12	12.1	12	10.1	12.8	10.7	10.0	9.7	11.7	12.9	14	14.9	13.6	14	11.6	11.7	12.3
Other	3.1	3.1	3.3	3.6	4.7	3.8	5.0	5.5	4.2	4.2	3.6	3.2	3.1	4.8	3.9	2.2	4.2	2.4	5.2	3.4	4.7	4.2

Source: ONS, 2011

Appendix 15E – Demographic Characteristics of Hinkley Point C Connection Area

APPENDIX 15E: DEMOGRAPHIC CHARACTERISTICS OF HINKLEY CONNECTION C

Population

The total population of the wards within the Local Area of Influence was 123,050 in 2011. Comparison of population change between 2001 and 2011 is not possible for the Local Area of Influence as some ward boundaries changed between the 2001 and 2011 Census. Mid-year population estimates are also not available at SOA level.

The total population of the SOAs within the Local Area of Influence was 78,564 in 2011. As with the wards, there were boundary changes for some of the SOAs in the Local Area of Influence between 2001 and 2011. Thus, comparison of population changes between 2001 and 2011 is unavailable.

The population of Bristol City grew by 12.5% between the 2001 and 2011 Census, compared with an average growth of 7.9% across England as a whole and 7.3% across the South West Region. The population of West Somerset declined by 1.2% over the same period.

Table C.1 County/District/Local Authority Population Profile

Area	2001	2011	% Change
Bristol Unitary Authority	380,613	428,234	12.5%
North Somerset Unitary Authority	188,561	202,566	7.4%
Sedgemoor District	105,885	114,588	8.2%
South Gloucestershire Unitary Authority	245,642	262,767	7.0%
West Somerset District	35,088	34,675	-1.2%
Somerset County	498,095	529,972	6.4%
South West Region	4,928,434	5,288,935	7.3%
England	49,138,831	53,012,456	7.9%

Source: ONS, 2011 (KS102EW table)

In general, the proportion of residents aged 16-64 in the Local Area of Influence was similar to national, regional, local authority and SOA averages in 2011. The proportion of residents aged 75 and over was more varied between wards. The proportion of residents of Easton-in-Gordano Ward aged 75 and over in 2011 was 13.5% and in Nailsea North and West was 12.4%, compared with an average of 7.8% for England and 9.5% for the South West Region. Within these wards, there was local variation in the proportion of residents aged 75 and over in 2011, for example 3.3% of residents of North Somerset 006F SOA (which is located in an area between Portishead and Avonmouth) were aged 75 and over compared with 20.7% in North Somerset 024C SOA which includes Sandford Station Retirement Village. The proportion of male and female residents in 2011 was very similar to national, regional and local authority averages.

Table C.2 Population Age Profile (%) 2011 for Wards in Wider Study Area

% of Total Ward Population	Age 0-4	Age 5-15	Age 16-74	Age 75+
Avonmouth	7.5	12.6	71.9	8.0
Axevale	4.2	13.7	74.5	7.6
Knoll	4.3	13.5	73.9	8.3
Puriton and Woolavington	4.5	12.3	72.2	11.0
Wedmore and Mark	3.6	16.0	71.2	9.3
Banwell and Winscombe	5.8	12.9	70.8	10.6
Blagdon and Churchill	5.0	12.8	74.4	7.9
Congresbury	5.4	12.3	72.4	9.9
Easton-in-Gordano	3.5	11.1	71.9	13.5
Gordano	8.1	13.0	71.5	7.4
Kewstoke	4.8	13.1	75.6	6.5
King's Isle	4.2	13.5	73.8	8.5
Nailsea North and West	4.1	11.6	71.8	12.4
Portishead East	8.9	15.6	68.4	7.2
Wraxall and Long Ashton	7.7	12.9	69.5	9.9
Yatton	5.7	13.2	73.1	8.0
Quantock Vale	4.5	10.9	74.7	9.9
Almondsbury	7.0	14.0	71.0	8.0
Pilning and Severn Beach	6.3	13.7	73.5	6.5
Severn	4.4	12.6	73.7	9.3
Wrington	5.6	12.5	70.3	11.6
Kingsweston	7.7	14.2	69.9	8.2
South West	5.6	12.0	72.9	9.5
England	6.3	12.6	73.3	7.7

Source: ONS, 2011

Income

Income generally comprises money received from wages and salaries, pensions, investments, social security benefits and other streams. Table C.3 indicates how the South West region's sources of income differ from the national average.

Table C.3 Income at Regional and National Level

Regions	Weekly household income (£)		Percentage of Gross Weekly Household Income from the Following Sources:						Other sources
	Disposable	Gross	Wages & salaries	Self employment	Investments	Annuities & private pensions	Social Security Benefits		
South West	567	678	58	10	4	11	16	1	
England	583	711	65	9	3	8	14	1	
United Kingdom	574	699	66	8	2	8	14	1	

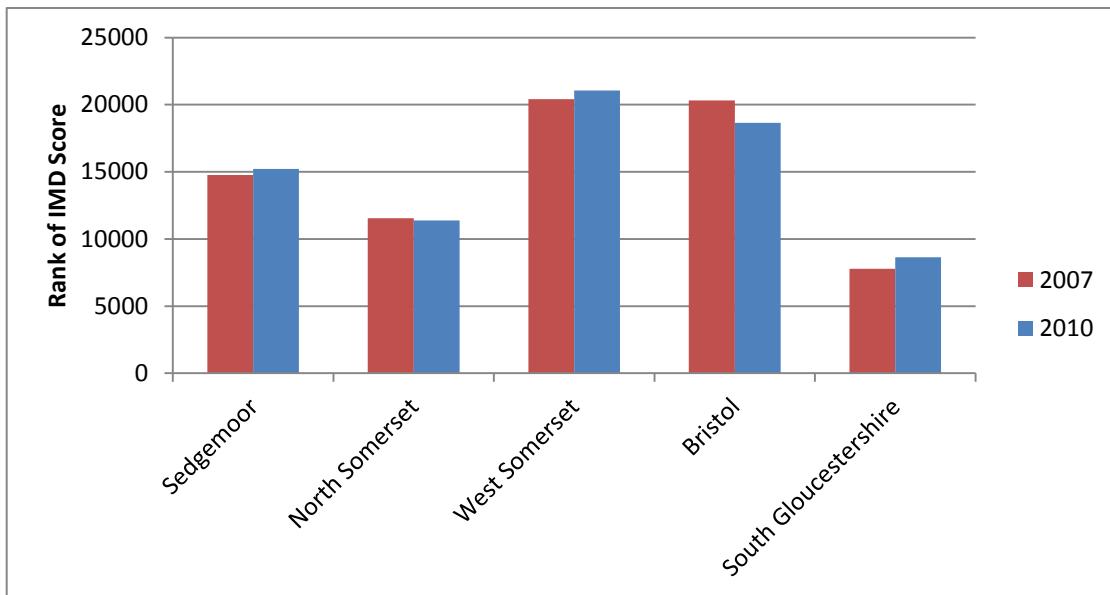
Source: ONS, 2011a, Family Spending, Table A41. Income and Source of Income by UK Countries and Regions, 2009-2011.

The data shows that households in the South West receive a lower proportion of their total income from wages and self-employment (approximately 68%) than those elsewhere in country (74%). In the South West a higher proportion of income comes from investments, annuities/pensions and from social security benefits.

Index of Multiple Deprivation

Box 15C.1 below shows the relative deprivation of the Counties, Districts and Local Authorities of the Wider Study Area.

Box 15C.1 IMD Ranking of the Wider Study Area



Residents of the Local Area of Influence SOAs in Bristol (Bristol 003B, Bristol 008F, Bristol 008E, Bristol 003E and Bristol 003C) were largely more deprived than the average for England between 2004 and 2010, and more deprived than those of surrounding SOAs. The exception of this was Bristol 008C which covers the area around Shirehampton and was markedly less deprived than the other Bristol SOAs. Residents of the North Somerset SOAs within the Local Area of Influence were generally less deprived than the other SOAs (eight out the ten least deprived SOAs in the Local Area of Influence are in North Somerset). The relative deprivation of almost all of the SOAs within the study area has increased since 2004.

Education and Qualifications

Appendix 15C includes detailed data from 2011 on the qualifications of residents for the Counties, Districts, Local Authorities, wards and SOAs in the Wider Study Area.

Table C.4 Qualification Levels

% Age of Total Population	No Qualifications	Highest Level of Qualification; Level 4 Qualifications & Above
England	14.5	39.3
South West of England	29.6	15.6
Almondsbury	14.3	38.0
Avonmouth	18.0	29.1
Axevale	14.2	40.3
Banwell and Winscombe	18.1	34.4
Blagdon and Churchill	12.4	45.1
Congresbury	14.3	40.5
Easton-in-Gordano	18.1	27.3
Gordano	23.5	24.2
Kewstoke	28.2	20.5
King's Isle	21.6	27.8
Kingsweston	19.7	26.2
Knoll	21.4	22.4
Nailsea North and West	13.5	33.5
Pilning and Severn Beach	25.7	23.7
Portishead East	23.6	28.7
Puriton and Woolavington	12.0	42.9
Quantock Vale	18.0	36.3
Severn	14.8	44.5
Wedmore and Mark	16.6	39.1
Wraxall and Long Ashton	16.4	32.5
Wrington	14.5	39.3
Yatton	29.6	15.6

Source: ONS, 2011

The proportion of residents with no qualifications was below the average for England (14.5%) for all wards except King's Isle, Puriton and Woolavington, Avonmouth, Kings Weston and Quantock Vale (21.6%, 12.0%, 18.0%, 2% and 23.6% respectively). Most of the SOAs were also below the national average, notable exceptions include Bristol 003C (39.2%), 003E (38.9%), Bristol 008C (24.5%), Bristol 003B (29.8%), Sedgemoor 006D (28.6%) and Sedgemoor 010A (28.2%).

The proportion of residents with Level 4/5 qualifications¹ in 2011 was equal to or above the average for the South West Region (27.4%) for most wards, most notably Easton-in-Gordano ward and Wraxall and Long Ashton ward (45.1% and 44.5 respectively) and North Somerset 006F SOA which is located in an area between Portishead and Avonmouth (43.6%) and North Somerset 006E which covers the Eastern End of Stone-Edge Batch and Wraxall (42.9%).

¹ Level 4/5 qualifications are the highest level achievable and relate to First degree, Higher degree, NVQ levels 4 and 5, HNC, HND, Qualified Teacher status, Qualified Medical Doctor, Qualified Dentist, Qualified Nurse, Midwife, Health Visitor

Appendix 15F – Index of Multiple Deprivation Data

APPENDIX 15F: IMD DATA FOR THE PROPOSED DEVELOPMENT

The Index of Multiple Deprivation (IMD) is a nationally recognised measure of deprivation. The IMD 2010 provides a numerical measure of deprivation for each SOA in England. It utilises indicators, combined into seven 'domains': income deprivation, employment, health and disability, education, skills and training, barriers to housing and services, crime; and living environment.

Each SOA is allocated an IMD score and ranking that represents a comparative deprivation for the domains, against all SOAs. These are combined into a single, overall deprivation score for each SOA which is also commonly ranked, with lower ranking SOAs being more deprived. Box 15F.1 below shows the relative deprivation of the Counties, Districts and Local Authorities of the Wider Study Area.

Box 15F.1 IMD Ranking of the Wider Study Area

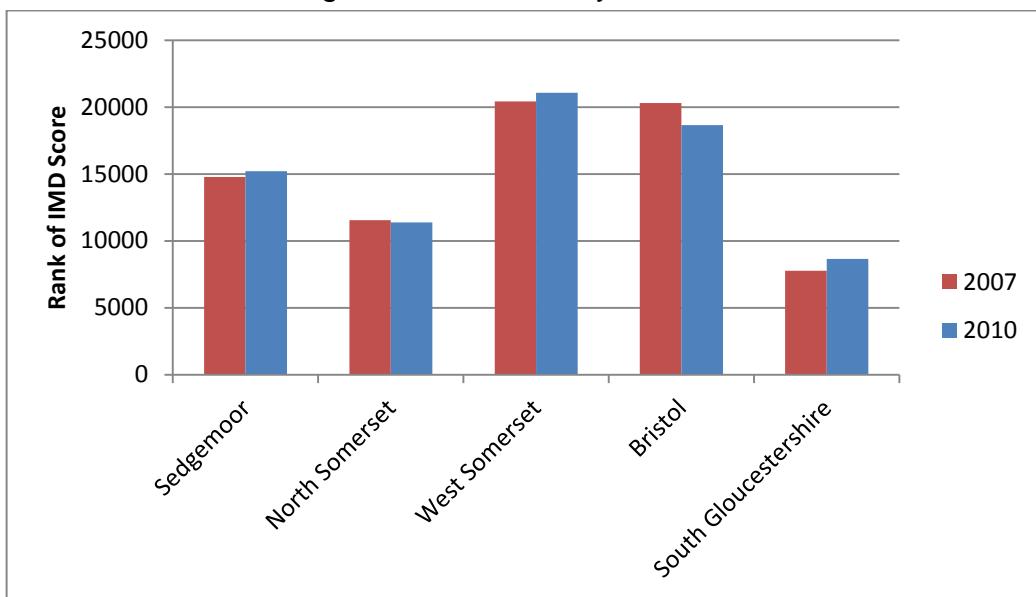


Table 15F.1 and Figure 15F.1 display the IMD ranking of SOAs along the Local Area of Influence. Residents of the Local Area of Influence SOAs in Bristol (Bristol 003B, Bristol 008F, Bristol 008E, Bristol 003E and Bristol 003C) were largely more deprived than the average for England between 2007 and 2010, and more deprived than those of surrounding SOAs. The exception of this was Bristol 008C which covers the area around Shirehampton and was markedly less deprived than the other Bristol SOAs. Residents of the North Somerset SOAs within the Local Area of Influence were generally less deprived than the other SOAs (eight out the ten least deprived SOAs in the Local Area of Influence are in North Somerset). The relative deprivation of almost all of the SOAs within the study area has increased since 2007.

Figure 15F.1 2010 IMD Ranking of the SOAs in the Local Area of Influence

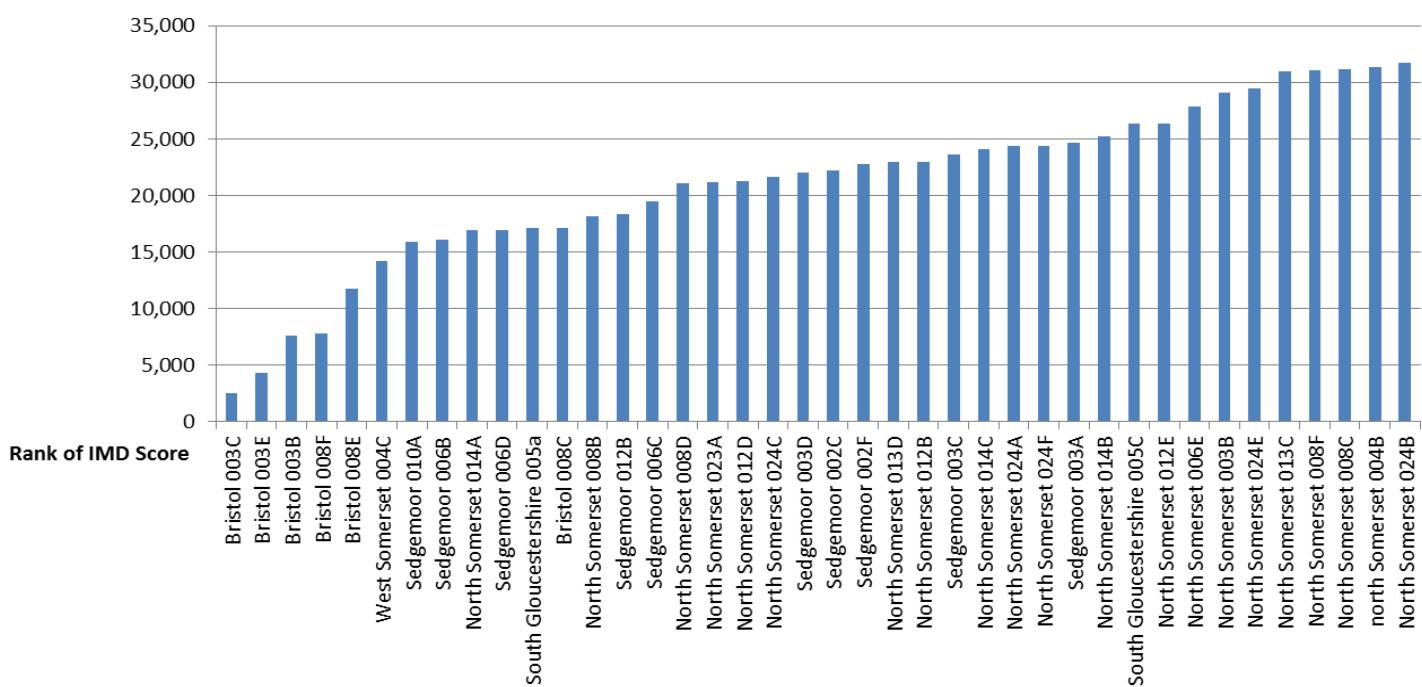


Table 15F.1 IMD Ranking of the SOAs in the Local Area of Influence

SOA	2010 IMD Rank (where 1 is most deprived)	2007 IMD Rank	Change from 2007
Bristol 003B	7,555	5,048	2,507
Bristol 003C	2,472	2,341	131
Bristol 003E	4,260	4,512	-252
Bristol 008C	17,133	16,851	282
Bristol 008E	11,767	8,886	2,881
Bristol 008F	7,760	5,874	1,886
North Somerset 003B	29,059	28,456	603
North Somerset 003F	N/A	N/A	N/A
North Somerset 004B	31,335	29,738	1,597
North Somerset 006E	27,886	25,013	2,873
North Somerset 006F	N/A	N/A	N/A
North Somerset 006G	N/A	N/A	N/A
North Somerset 008B	18,178	20,063	-1,885
North Somerset 008C	31,136	30,334	802

SOA	2010 IMD Rank (where 1 is most deprived)	2007 IMD Rank	Change from 2007
North Somerset 008D	21,057	20,935	122
North Somerset 008F	31,012	30,624	388
North Somerset 012B	22,937	21,979	958
North Somerset 012D	21,214	21,992	-778
North Somerset 012E	26,334	25,423	911
North Somerset 013C	30,964	31,532	-568
North Somerset 013D	22,911	18,204	4,707
North Somerset 014A	16,873	19,631	-2,758
North Somerset 014B	25,255	26,244	-989
North Somerset 014C	24,105	23,676	429
North Somerset 023A	21,199	19,752	1,447
North Somerset 024A	24,346	26,049	-1,703
North Somerset 024B	31,745	31,140	605
North Somerset 024C	21,651	23,869	-2,218
North Somerset 024E	29,456	29,604	-148
North Somerset 024F	24,346	26,049	-1,703
North Somerset 026B	N/A	N/A	N/A
Sedgemoor 002C	22,170	24,741	-2,571
Sedgemoor 002F	22,767	20,681	2,086
Sedgemoor 003A	24,645	24,617	28
Sedgemoor 003C	23,640	23,791	-151
Sedgemoor 003D	22,027	22,556	-529
Sedgemoor 006B	16,110	15,457	653
Sedgemoor 006C	19,489	18,673	816
Sedgemoor 006D	16,955	16,385	570
Sedgemoor 010A	15,857	19,124	-3,267
Sedgemoor 012B	18,325	17,642	683
South Gloucestershire 005A	17,079	18,179	-1,100
South Gloucestershire 005C	26,316	28,783	-2,467
West Somerset 004C	14,182	15,806	-1,624

Appendix 15G – Planning Allocations within Local Area of Influence

Document Control			
Document Properties			
Organisation		<i>ERM</i>	
Author		<i>William Hazel</i>	
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Title		<i>Appendix15G: Planning Allocations within Local Area of Influence</i>	
Document Reference			
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Date	Version	Status	Description/Changes
07/03/2014	A	Live	

APPENDIX 15G: PLANNING ALLOCATIONS WITHIN LOCAL AREA OF INFLUENCE

Table 15G.1: Planning Allocations within Local Area of Influence

Site/ allocation/ policy Name	Description	Location	Source
Royal Ordnance Factory	An energy park with specific reference to accommodating renewable and low-carbon energy generation	Puriton Ridge	Sedgemoor District Council, 2011, Core Strategy (published version 2012)
RLT1	Protection of Recreational and Open Space (saved policy)	Woolavington	Sedgemoor Local Plan - proposals map. Woolavington Map 54
DM25	<p>Proposed strategic Cycle Routes:</p> <ul style="list-style-type: none"> Yatton, Congresbury, Churchill, Winscombe & Sandford: Cheddar Valley Railway Route Clevedon, Kenn and Yatton Clevedon to Nailsea Portishead to Clapton Court 	Throughout North Somerset	<p>North Somerset Council, North Somerset Replacement Local Plan, 2007 Proposals Map / Cross referenced with North Somerset Sites and Policies Plan - consultation draft 2013</p> <p>North Somerset emerging proposals map</p>
DM22 T/1	<ul style="list-style-type: none"> Bristol to Taunton existing railway 10m buffer Portishead to Pill (Portbury) proposed railway line 	Puxton and Portishead (respectively)	<p>North Somerset Council, North Somerset Replacement Local Plan, 2007 Proposals Map / Cross referenced with North Somerset Sites and Policies Plan - consultation draft 2013</p> <p>North Somerset emerging proposals map</p>
DM50	<p>Safeguarded Employment Sites:</p> <ul style="list-style-type: none"> Smart Systems, Yatton Bob Martin and Stowell Concrete, Yatton Land to the south of Wemberham Lane West End Trading Estate, Nailsea 	Yatton and Nailsea	North Somerset emerging proposals map

Site/ allocation/ policy Name	Description	Location	Source
E/5	Safeguarded Employment Site: Land at Wemberham Lane	Yatton	North Somerset Council, North Somerset Replacement Local Plan, 2007 Proposals Map / Cross referenced with North Somerset Sites and Policies Plan - consultation draft 2013
CF/4	Safeguarded Site for Proposed Public Utilities/Services (West End - Nailsea)	Nailsea	North Somerset Council, North Somerset Replacement Local Plan, 2007 Proposals Map / Cross referenced with North Somerset Sites and Policies Plan - consultation draft 2013
CF/4	Safeguarded Site for Proposed Public Utilities/Services	Portishead Quays	North Somerset Council, North Somerset Replacement Local Plan, 2007 Proposals Map / Cross referenced with North Somerset Sites and Policies Plan - consultation draft 2013
CF/4	Safeguarded Site for Strategic & structural Open Space	Portishead Ashlands	North Somerset Council, North Somerset Replacement Local Plan, 2007 Proposals Map / Cross referenced with North Somerset Sites and Policies Plan - consultation draft 2013
E/6	Royal Portbury Dock. Proposals for Development on Safeguarded Land at Court House Farm. Safeguarded land for Port Use.	Portbury	North Somerset Council, North Somerset Replacement Local Plan, 2007 Proposals Map / Cross referenced with North Somerset Sites and Policies Plan - consultation draft 2013

Site/ allocation/ policy Name	Description	Location	Source
T/3	Proposed Rail Station. Off Royal Portbury Dock Road	Portbury	North Somerset Council, North Somerset Replacement Local Plan, 2007 Proposals Map / Cross referenced with North Somerset Sites and Policies Plan - consultation draft 2013
DM13, BCS8	Principle industrial and warehousing areas	Avonmouth	Bristol City Council, 2013 Site Allocations and Development Management Policies
DM17, BCS17	Important open space	Avonmouth	Bristol City Council, 2013 Site Allocations and Development Management Policies
E4	Safeguarded Employment Area	Land to east of Seabank Power station near Crook's Marsh	South Gloucestershire Local Plan, 2006, Proposals Map
E4	Safeguarded Employment Area	Land to east of Severn Road where it passes under the M49.	South Gloucestershire Local Plan, 2006, Proposals Map
LC12	Major Recreational Routes	Various locations across Avonmouth	South Gloucestershire Local Plan, 2006, Proposals Map
DS15	Strategic waste site identified for residual (and in certain circumstances non-residual) waste related facilities	Advanced Transport System Ltd site	West of England Joint Waste Core Strategy, 2011

Site/ allocation/ policy Name	Description	Location	Source
DS07	Strategic waste site identified for residual (and in certain circumstances non-residual) waste related facilities	Sevalco Plant, Severn Road	West of England Joint Waste Core Strategy, 2011
DS06	Strategic waste site identified for residual (and in certain circumstances non-residual) waste related facilities	BZL site, Kings Weston Lane	West of England Joint Waste Core Strategy, 2011
SG39	Strategic waste site identified for residual (and in certain circumstances non-residual) waste related facilities	South of Severnside Works	West of England Joint Waste Core Strategy, 2011

Appendix 15H – Planning Permissions within Local Area of Influence

APPENDIX 15H: PLANNING PERMISSIONS WITHIN LOCAL AREA OF INFLUENCE

Table 15H.1: Planning Permissions within last three years Local Area of Influence (November 2013)

Location	Company Name	Size (m2)	Type	Status
Hackness Farm, East Huntspill, Highbridge, Somerset TA9 3PH	South Western Housing Society	6994.75	New Build	Withdrawn
Little Manor Barns, Wick Lane, West Hewish, Puxton, Weston-Super-Mare, Avon BS22	Phillip Johnson Consulting	954.00	New Build	Detail Refusal
Hackness Farm, East Huntspill Highbridge Somerset TA9 3PH	South Western Housing Society	6994.75	New Build	Detail Planning
Land Adj Gordano House, Off Marsh Lane Easton-in-Gordano Bristol Avon BS20 0NE	Asset Plus Limited	2200.00	New Build	Outline Approval
Collins Street Bristol Avon BS11 9JJ	Pick Everard	976.00	Refurbishment or Repair	Detail Approval
Royal Portbury Dock Portbury Way Bristol Avon BS20 7XN	Toyota (GB) Limited (Head Office)	588.00	Extension	Not Supplied
Unit M/3, Hallen Industrial Estate Severn Road Hallen Bristol Avon BS10 7SE	Able Waste Management Limited	5700.00	Alteration or Conversion	Detail Approval
Hinkley Point A Power Station Bridgwater Somerset TA5 1YA	Magnox South Limited	338000.00	New Build	Not Supplied
Factory Lane Bason Bridge Highbridge Somerset TA9 4RN	Jo Bird & Company Limited	3950.00	New Build	Detail Approval
B Power Station, Hinkley Point Bridgwater Somerset TA5 1UD	NNB Generation Company Limited	167400.00	New Build	Not Supplied
Crockers Hill Woolavington Bridgwater Somerset TA7 8EE	BAE Systems Head Office	30000.00	New Build	Outline Approval
Third Way Corner St Andrews Road, Avonmouth Bristol Avon BS11 9HL	Global Machine Tools (UK) Limited	6000.00	New Build	Detail Planning

Location	Company Name	Size (m2)	Type	Status
St Brendans Church St Andrews Road, Avonmouth Bristol Avon BS11 9FP	NNB Generation Company Limited	800.00	New Build	Detail Approval
Smart Systems Limited Wemberham Lane, Yatton Bristol Avon BS49 4QN	BAE Systems Head Office	70000.00	New Build	Detail Planning
Hackness Farm East Huntspill Highbridge Somerset TA9 3PH	Matthews Roofing	6994.75	New Build	Withdrawn
Little Manor Barns, Wick Lane West Hewish, Puxton Weston-Super-Mare Avon BS22	Smart Architectural Aluminium	954.00	New Build	Detail Refusal
Hackness Farm East Huntspill Highbridge Somerset TA9 3PH	Magnox South Limited	6994.75	New Build	Detail Planning
Land To The West Of Hinkley Point Near Bridgwater Bridgwater Somerset TA5 1UD	NNB Generation Co. Ltd	150.00	New Build	Detail Planning
Land To The South West Of Hinkley Point Bridgwater Somerset TA5 1UD	NNB Generation Co. Ltd	Unknown	New Build	Detail Planning
Hinkley Point B Power Station, Hinkley Point Stogursey Bridgwater Somerset TA5 1UD	EDF Energy PLC	unknown	New Build	Detail Planning – permitted development
Avonmouth Filling Station Avonmouth Road Bristol Avon BS11 9LP	Union Pension Fund Trustees	2600.00	New Build	Detail Approval
Co-op Distribution Warehouse N/o Poplar Way, Avonmouth Bristol Avon BS11 9LP	Stoford Properties Limited	unknown	New Build	Not Supplied
Field Parcel 4231, West Of Caswell Hill Portbury Bristol Avon BS20	Not Supplied	600.00	New Build	Detail Planning
Land To The North Of Avonmouth Way Avonmouth Bristol Avon BS	Not Supplied	49000.00	New Build	Detail Planning
Toyota Portbury Import Centre Royal Portbury Dock Road, Portbury Bristol Avon BS20 7XQ	Toyota (GB) Limited (Head Office)	600.00	New Build	Detail Approval
Ng003 The Causeway Nailsea Bristol Avon BS48 2AY	Not Supplied	25000.00	New Build	Detail Planning

Location	Company Name	Size (m2)	Type	Status
Eastern Arm Royal Edwards Dock Avonmouth Dock Bristol Avon BS11 9DA	The Bristol Port Company	unknown	Alteration or Conversion	Detail Planning
Portbury Bulk Terminal Portbury Dock Easton-In-Gordano Bristol Avon BS20	Not Supplied	2590.00	New Build	Detail Planning
National Grid Electricity Substation Hinkley Point A, Stogursey Bridgwater Somerset TA5 1UD	EDF Energy PLC	10000.00	New Build	Detail Approval
Hinkley Point C Hinkley Point Road Stogursey Bridgwater Somerset TA5 1UF	EDF Energy, NNB Generation Co	1710000.00	Alteration or Conversion	Detail Planning
Box Bush Yard Box Bush Lane Weston Super Mare Avon BS24 6UA	Karen Bartlett	300.00	New Build	Detail Planning
Hinkley To Seabank Grid Connection Near Lower Langford Bristol Avon BS40	National Grid	unknown	New Build	Detail Planning
B Power Station, Hinkley Point Bridgwater Somerset TA5 1UD	British Energy, EDF Energy Legal Services	178.00	Alteration or Conversion	Detail Planning
98Gloucester RoadAvonmouthBristolBS11 9AQ	CVR Truck & Trailers (Bristol) Ltd	270.00	Alteration or Conversion	Detail Planning
Area Adjacent To Berth 2, Royal Portbury Dock Royal Portbury Dock Road Easton-in-Gordano Bristol Avon BS	Not Supplied	115000.00	Alteration or Conversion	Detail Planning
Existing Shed In Avonmouth Dock St Andrews RoadAvonmouthBristolAvonBS11 9DQ	The Bristol Port Company	760.00	Alteration or Conversion	Detail Planning
Unit 1-5, West End Trading Estate Blackfriars Road Nailsea Bristol Avon BS13	Not Supplied	8110.00	Alteration or Conversion	Detail Planning
30 Greenslade Gardens Nailsea Bristol BS48 2BJ	Not Supplied	unknown	New Build	Detail Planning
Hinkley Point B Power Station Stogursey Bridgwater Somerset TA5 1UD	EDF Energy	780.00	New Build	Detail Planning
R/O King Lifting Ltd King Road Avenue Bristol Avon BS11 9HF	Telefonica UK Ltd	100.00	New Build	Detail Planning

Location	Company Name	Size (m2)	Type	Status
Bristol Water Waste Treatment Works Kings Weston Lane Avonmouth Bristol Avon BS11 0YS	Wessex Water Services Ltd	12.50	New Build	Detail Planning
Banyard Road Portbury Bristol BS20 7XH	Not Supplied	800.00	Alteration or Conversion	Detail Planning
Unit 3 Avonbridge Trading Estate, Atlantic Road Bristol BS11 9QD	Bloodhound SSC	4325.00	Alteration or Conversion	Detail Planning
Pavement Outside 16 - 18 Marsh Street Jctn Claire Street City Centre Bristol Avon BS1 1XY	BT Payphones	1.87	New Build	Detail Planning
Land At Severnside Works, Severn Road Hallen	Sita UK Ltd	102350	New Build	Detail Planning

Appendix 15I – Public Rights of Way Condition Survey Results

APPENDIX 15I: FINDINGS OF CONDITION SURVEYS OF PUBLIC RIGHTS OF WAY WITHIN THE LOCAL AREA OF INFLUENCE

• = Yes

Empty cell = No

PRoW	Function	Location	Inconsistent with definitive map	Unclear signage	Obstructions	Road-network crossing	Well-maintained	Evidence of use	Facilities	Users observed
BW3/1	Footpath	A					•	•		
BW 8/8	Restricted Byway	A					•	•		
BW 8/17	Restricted Byway	A					•	•		
BW 8/24	Bridlepath	A					•	•		
BW 8/10	Bridlepath	A					•	•		
BW 8/9	Footpath	A					•			
BW 8/19	Footpath	A								
BW 2/50	Footpath	A					•	•		
BW 2/4	Footpath	A			Heavily overgrown veg.					
BW 2/3	Footpath	A					•			
BW 2/14	Footpath	A					•	•		
BW 2/13	Bridlepath	A					•	•		
BW 2/15	Bridlepath	A					•	•		
BW 2/13	Bridlepath	A								
BW 2/12	Footpath	A					•			
BW 2/2	Footpath	A					•	Recently ploughed field		
BW 28/1	Bridlepath	A					•			

PRoW	Function	Location	Inconsistent with definitive map	Unclear signage	Obstructions	Road-network crossing	Well-maintained	Evidence of use	Facilities	Users observed
BW 28/2	Footpath	A					•	•		
BW 2/46	Footpath	A					•	•		
BW 2/40	Footpath	A					•	•		
BW 2/41	Footpath	A					•	•		
BW 37/2	Footpath	A								
BW 37/12	Footpath	B					•	•		
BW 37/13	Footpath	B					•			
BW 13/22 (south-eastern)	Footpath	B		•						
BW 13/22 (north-western)	Footpath	B		•						
BW 13/28	Footpath	B		•						
BW 13/23	Footpath	B		•						
BW 13/29	Footpath	B		•						
BW 13/11	Footpath	B					•			
BW 13/12	Footpath	B		•						
AX 23/2	Bridlepath	B					•			
AX 23/5	Bridlepath	B					•			
AX 23/10	Bridlepath	B					•			
AX 23/11	Bridlepath	B					•			
AX 23/14	Restricted Byway	B		•			•			
AX 17/24	Restricted Byway	B		•			•			
AX21/7	Footpath	C					•	•		
AX21/4	Footpath	C					•	•		

PRoW	Function	Location	Inconsistent with definitive map	Unclear signage	Obstructions	Road-network crossing	Well-maintained	Evidence of use	Facilities	Users observed
AX3/21	Footpath	C					•			
AX3/1	Footpath	C					•	•		
AX3/22	Footpath	C					•	•		
AX3/53	Footpath Restricted Byway	C			Gate tied shut					
AX3/23	Footpath Restricted Byway	C			Gate tied shut					
AX29/41	Footpath	C					•			
AX29/48	Footpath, cyclepath	D			Livestock			Hoof prints		
AX3/42	Footpath	D			Gate tied shut			•		
AX24/12	Footpath	D			Locked Gate					
AX24/11	Footpath	D			Locked Gate					
AX24/10	Footpath	D		•						
AX24/13	Footpath	D					•			
AX24/7A	Footpath	D		•			•	•		
AX24/6	Footpath	D	•					•		•
AX24/5	Bridlepath	D						•	Bridge	
AX 16/21	Bridlepath	D						•		•
AX16/22	Footpath	D		•			•	•	Bridge	
AX16/44	Footpath	D					•	•		
LA21/28	Footpath	D								
LA21/31	Footpath	D		•	Livestock			Hoof prints		
LA21/40	Footpath	D		•	Livestock			Hoof prints		

PRoW	Function	Location	Inconsistent with definitive map	Unclear signage	Obstructions	Road-network crossing	Well-maintained	Evidence of use	Facilities	Users observed
LA21/33	Footpath	D						Desire lines		•
LA21/37	Footpath	D					•	•	Ramp into stream	
LA10/06	Footpath	D					•	•	Ramp into stream	
LA13/50	Bridlepath	D					•	•		•
LA13/49	Bridlepath	D					•	•		•
LA13/1	Footpath	D								
LA13/8	Footpath	D						•		•
LA13/9	Footpath	D								
LA13/10	Footpath	D		•						
LA13/44	Footpath	D						•		
AX 17/30	Bridlepath	D					•			
LA 13/4	Bridlepath	D				•	•			
LA 13/5	Footpath	D		•						
LA 13/6	Footpath	D		•						
LA 13/2	Footpath	D		•						
LA 13/7	Footpath	D		•						
LA 13/3	Footpath	D								
LA 13/21	Footpath	D		•			•	•	Street lighting	
LA 13/22	Footpath	D		•			•	•	Street lighting	•
LA 13/19	Footpath	D		•			•	•	Street lighting	

PRoW	Function	Location	Inconsistent with definitive map	Unclear signage	Obstructions	Road-network crossing	Well-maintained	Evidence of use	Facilities	Users observed
LA 13/20	Footpath	D		•			•	•		
LA 13/11	Footpath	D					•	•	Dog bin	•
LA 16/7	Footpath	D					•	•	Dog bin, bridges	
LA 16/20	Footpath	D					•	•		
LA 13/10	Footpath	D	•	•			•	•		
LA 13/45 (Nailsea Round)	Footpath	D					•	•		
LA 16/23	Footpath	D					•			
LA 16/22 (Nailsea Round)	Footpath	D					•	•	Bridge	
LA 16/24	Footpath	D					•			
LA 16/3	Bridlepath	D					•			
LA 16/2	Bridlepath	D					•	Hoof prints		
LA 16/1	Bridlepath	E					•	Hoof prints		
LA 20/26 (Gordano Round)	Footpath	E					•	•		•
LA 20/84	Bridlepath	E		•		•	•			
LA 20/2	Footpath	E					•	•	Info board	
LA 20/9	Footpath	E					•	•	Info board	
LA 15/24	Footpath	E				•	•	•		
LA 15/20	Footpath	E	•		Dense crops	•				
LA 20/56	Footpath	E					•	•		
LA 5/4 (Gordano Round)	Footpath	E					•			

PRoW	Function	Location	Inconsistent with definitive map	Unclear signage	Obstructions	Road-network crossing	Well-maintained	Evidence of use	Facilities	Users observed
LA 20/29 (Gordano Round)	Footpath	E					•			
LA 20/90	Footpath	E					•	•		
LA 20/32a	Footpath	E								
LA 20/92	Footpath	E	•	•						
LA 20/32	Footpath	E					•	•		
LA 15/15	Footpath	E					•	•	Dog bin	•
LA 15/13	Bridlepath, cyclepath	E					•	•		
LA 15/2	Footpath	E		•						
LA 15/1	Footpath	E			Locked gate					
LA 15/18	Footpath	E					•	•		•
LA 15/12	Footpath	E					•	•		•
LA 15/22	Bridlepath, cyclepath	F		•			•			
LA 15/21	Bridlepath, cyclepath	F					•	•	Info board	•
LA 15/3	Footpath	F					•	•	Dog bin, bridge	•
LA 8/68	Footpath	F		•			•			
LA 8/6	Footpath	F		•	Flytipping		•			
LA 8/	Footpath	F		•			•	•		
BCC 17/10	Footpath	F		•			•			
BCC 6/10	Footpath	F		•			•			
BCC 5/10	Footpath	G		•	Flytipping		•	•		

PRoW	Function	Location	Inconsistent with definitive map	Unclear signage	Obstructions	Road-network crossing	Well-maintained	Evidence of use	Facilities	Users observed
BCC 4/10	Footpath	G		•			•	•		
ORN /27	Footpath	G		•						
OAY /101	Bridlepath	G					•	•		
BCC 555/40	Footpath	G			Locked gate		•			
OAY 101	Bridlepath	G								
OAY 111	Footpath	G	•	•						
OAY 223	Footpath	G	•	•						
ORN 72	Footpath	G	•	•						
OAY /102	Footpath	G	•	•						
BCC 557/10	Footpath	G		•	Heavily overgrown veg.					
BCC 4/20	Footpath	G	•	•						
BCC 556/20, 555/10, 554/10, 552/10, 552/20, 2A/10, 55/20, 555/30, and 555/70	Footpath	G	•	•						
BCC 555/50	Footpath	G	•	•						

Appendix 15J – Amenity Assessment

APPENDIX 15J: AMENITY EFFECTS ASSESSMENT

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Kingsmoor Primary School (Route Section A)	Community	Moderate	As a school, this community facility is of local (Borough) importance, is used by a sensitive group (children) and has medium ability to absorb change (the school location could not easily be moved, but if necessary, modifications could be made to adapt the facility). Users (children) will be present almost all year round and over the long-term (i.e. for the life of the school).	Views: Negligible in all development phases Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all of the topics. Scoped out of assessment.
Woolavington Village Primary School	Community	Moderate	As a school, this community facility is of local (Borough) importance, is used by a sensitive group (children) and has medium ability to absorb change (the school location could not easily be moved, but if necessary, modifications could be made to adapt the facility). Users (children) will be present almost all year round and over the long-term (i.e. for the life of the school).	Views: Low adverse in all development phases Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except Landscape and visual. Scoped out of assessment.
Samaritans Way, South West Long Distance Route	PRoW / recreational route	Moderate	As a recreational route, the receptor is considered reasonably able to absorb change (i.e. it could be moved if necessary) and is unlikely to be used by sensitive groups, however it is a regionally important route linking through various parts of the South West (from the Mendips to the North Devon Coast) and hence is awarded moderate sensitivity.	Views: Negligible for all development phases with short section of low adverse for construction east of Bridgwater. Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport. Negligible to low magnitude visual effects are anticipated during all phases and noise assessments anticipate effects of low magnitude adverse effects in all phases. Consequently, it is considered that there will be negligible to minor adverse effect on the amenity of the route during all phases.
National Cycle Network 3 West Country Way; near Bawdrip	PRoW / recreational route	Moderate	This cycle way forms part of the national network. Whilst the route could be considered to have high value on this basis, it is just one component of a much wider network that is considered able to incorporate change.	Views: Low adverse in all development phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except noise and visual. Minor adverse effect on the amenity of the route during all development phases.
National Cycle Network 33 Stop Line;	PRoW / recreational route	Moderate	This cycle way forms part of the national network. Whilst the route could be considered to have high value on this basis, it is just one component of a much wider network that is considered able to incorporate change.	Views: Section A&B: low adverse for all development phases Section D: negligible for all development phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except noise and visual. Minor adverse effects for all development phases.
PRoW BW2/44 and BW2/42	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Low adverse during construction, low beneficial during operation and negligible during decommissioning Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude during all phases of development. Low magnitude effects are anticipated in terms of views which would be beneficial when the development is operational, but adverse in the short term during construction. Consequently, it is considered that there will be a negligible effect on amenity of the route during all phases.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
PRoW BW2/46, BW28/2 and BW 28/1	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Moderate adverse during all phases. Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual assessments anticipates effects of moderate magnitude and the noise assessment predicts low adverse effects. Consequently, it is considered that there will be minor adverse effect on the amenity of the route in all phases of the development.
PRoW BW2/2	PRoW / recreational route	Low	A locally designated route for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use the route) considered to have ability to absorb change.	Views: Low adverse during construction. Low beneficial during operation and negligible during decommissioning Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude. The low magnitude effects in visual terms are anticipated to be beneficial when the development is operational, but adverse in the short term during construction and negligible in the decommissioning phase. Consequently, it is considered that there will be negligible effect on the amenity of the route in all phases of the development.
AX23/3	PRoW / recreational route	Low	A locally designated route for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use the route) considered to have ability to absorb change.	Views: Low adverse during construction & decommissioning. Moderate adverse during operation Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude during all phases, and the visual assessment predicts low magnitude during construction and decommissioning and moderate adverse during operation. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.
AX17/12	PRoW / recreational route	Low	A locally designated route for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use the route) considered to have ability to absorb change.	Views: Moderate adverse during all phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude during all phases and visual assessment predicts moderate adverse magnitude of effects during all phases. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.
BW 13/28, BW 13/22	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Low adverse during construction and decommissioning, Low beneficial during operation Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude. The low magnitude effects in visual terms are anticipated to be beneficial when the development is operational, but adverse in the short term during construction and decommissioning. Consequently, it is considered that there will be negligible effect on the amenity of the route in all phases of the development.
PRoW running west along Green Drove towards Butt Lake Road (south of Mark Causeway) and AX23/10	PRoW / recreational route	Low	A locally designated route for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use the route) considered to have ability to absorb change.	Views: Moderate adverse during all phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipate effects of low magnitude during all phases and visual assessment anticipates moderate magnitude during all phases. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
PRoWs: BW 37/10, BW37/11, BW 37/12, BW 37/13	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Low adverse during all phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude during all phases. Consequently, it is considered that there will be negligible effects on the amenity of the route in all phases of the development.
National Cycle Route 33 (Huntspill Moor)	PRoW / recreational route	Moderate	This cycle way forms part of the national network. Whilst the route could be considered to have high value on this basis, it is just one component of a much wider network that is considered able to incorporate change.	Views (250m offset to proposed crossing of 400kV overhead line at Huntspill Moor): Moderate adverse during all phases within 250m Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessments anticipate effects of low magnitude. In visual terms moderate adverse effects are expected in all phases. Consequently, it is considered that there will be moderate adverse effects on the amenity of the affected section of the route in all phases of the development.
AX2/15, AX21/3	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: During construction PRoW is closed Moderate adverse (AX2/15) or low adverse (AX21/3) during operation Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude from all phases of development. A low/moderate visual effect is anticipated during operation. The route will be diverted during construction. Consequently, it is considered that there will be negligible to minor adverse effects on the amenity of the route in all phases of the development.
PRoWs AX3/21, AX3/22, AX 3/4 , AX 3/1 AX3/53	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: AX3/53 Low adverse in all development phases AX3/4, AX3/21, AX3/22 Moderate adverse in all development phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude. The low/moderate magnitude effects in visual terms are anticipated to be beneficial when the development is operational, but adverse in the short term during construction and negligible in the decommissioning phase. Consequently, it is considered that there will be negligible to minor adverse effect on the amenity of the route in all phases of the development.
PRoWs AX29/28, AX29/14, AX29/16, AX21/7	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Moderate adverse during construction and decommissioning; Moderate beneficial during operation. Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude. The visual assessment identifies moderate adverse effects during construction which become moderate beneficial when the development is operational. Consequently, it is considered that there will be minor to moderate adverse effect on the amenity of the route during construction and negligible to minor beneficial effects once operational in all phases of the development.
Strawberry Line	PRoW / recreational route	Moderate	A recreational route which is part of national networks, the receptor is considered reasonably able to absorb change (i.e. it could be moved if necessary) and is unlikely to be used by sensitive groups. It is a locally important route (crossing one county) that on completion will link through various parts of Somerset.	Views: Section C: Low adverse during construction and decommissioning. Negligible during operation Section D: Low adverse with short section of moderate adverse during all phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport. The visual and noise assessments anticipate effects of low magnitude adverse effects in all phases. Consequently, it is considered that there will be minor adverse effect on the amenity of the route during all phases overall.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
West Mendip Way Long Distance Route	PRoW / recreational route	Moderate	As regionally promoted recreational route, the receptor is considered reasonably able to absorb change (i.e. it could be moved if necessary) and is unlikely to be used by sensitive groups. It is a locally important route (crossing one county) that on completion will link through various parts of Somerset.	Views: Section C: negligible with short sections of low and moderate adverse during construction and decommissioning. Negligible with short sections of low beneficial during operation. Noise: Low adverse all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude. Negligible to low magnitude effects in visual terms are anticipated to be beneficial when the development is operational, but low to moderate adverse in the short term during construction and negligible in the decommissioning phase. Consequently, it is considered that there will be minor adverse effect on the amenity of the route during construction and operation of the development.
PRoW AX29/48	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Moderate adverse during all phases Noise: Low adverse during all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude during all phases and moderate adverse visual magnitudes are expected during all phases. Consequently, it is considered that there will be negligible to minor adverse effects on the amenity of the route in all phases of the development.
PRoW AX 24/11, LA 13/45	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Moderate adverse during all phases. Noise: Low adverse during all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude during all phases and the visual assessment anticipates moderate adverse effects during all phases. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development. .
PRoW AX 24/7, LA 13/6, LA 13/2	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: AX 24/7 Moderate adverse during all phases LA 13/6 Moderate adverse during construction and decommissioning, low beneficial during operation, LA13/2 Low adverse during all phases Noise: Low adverse during all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessments anticipate effects of low magnitude. Moderate adverse effects in visual terms during construction are anticipated to be low beneficial when the development is operational. Consequently, it is considered that there will be minor adverse effect on the amenity of the route during construction and negligible to minor adverse effect during operation and decommissioning of the development.
LA 13/9, LA 13/1	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Moderate adverse at all phases. Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude during all phases. Consequently, it is considered that there will be negligible effects on the amenity of the route in all phases of the development.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
National Cycle Route 26	PRoW / recreational route	Moderate	This cycle way forms part of the national network. Whilst the route could be considered to have high value on this basis, it is just one component of a much wider network that is considered able to incorporate change.	<p>Views: Overall judgements are indicated below but for some shorter sections effects might be greater.</p> <p>Section C and F (Options A and B): low adverse in construction and decommissioning. Negligible in operation</p> <p>Section D: low adverse in all phases</p> <p>Section G (preferred route (Option A): moderate adverse in all phases</p> <p>Section G (alternative route (Option B): negligible in all phases</p> <p>Noise: Low adverse in all development phases</p> <p>Air Quality: Negligible in all development phases</p> <p>Transport: Negligible in all development phases</p>	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude during all phases. The visual assessment varies along the route sections and in the worst case is moderate adverse in all phases. Consequently, taking the worst case, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.
National Cycle Route 410 The Avon Cycleway and Regional Cycle Route 10	PRoW / recreational route	Moderate	This cycle way forms part of the national network. Whilst the route could be considered to have high value on this basis, it is just one component of a much wider network that is considered able to incorporate change.	<p>Views: Overall judgements are indicated below but for some shorter sections effects might be greater.</p> <p>Section D: Section E (alternative route Option B): Northern part of Section G low adverse in all phases</p> <p>Section E (preferred route Option A): moderate adverse in all phases</p> <p>Section F (preferred route Option A and Alternative Route Option B): mostly negligible in construction and decommissioning, Negligible in operation</p> <p>Southern part of Section G: negligible in all phases</p> <p>Noise: Low adverse in all development phases</p> <p>Air Quality: Negligible in all development phases</p> <p>Transport: Negligible in all development phases</p>	Effects of negligible magnitude are expected in relation to air quality and transport, whilst noise assessment anticipates effects of low magnitude during all phases. The magnitude of visual impact varies in different route sections from negligible to moderate adverse in all phases. Overall, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.
PRoWs LA16/1, 20/26, 20/84, 15/20	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	<p>Views: Moderate adverse at all phases</p> <p>Noise: Low adverse in all development phases</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Negligible in all development phases</p>	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude during all phases and there are moderate adverse magnitudes in visual. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
National Cycle Route 334 Clifton Link	PRoW / recreational route	Moderate	This cycle way forms part of the national network. Whilst the route could be considered to have high value on this basis, it is just one component of a much wider network that is considered able to incorporate change.	<p>Views: Section E&F (preferred route Option A): negligible with short sections of low and moderate adverse for all phases. Section E&F (alternative route Option B): negligible with short sections of low adverse for all phases.</p> <p>Noise: Low adverse in all development phases</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Negligible in all development phases</p>	Effects of negligible magnitude are expected in all except on noise and visual. There is considered to be minor adverse effect on the amenity of the route in all phases of the development.
PRoWs LA20/90.	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	<p>Landscape: Low adverse in all development phases</p> <p>Noise: Low adverse in all development phases</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Negligible in all development phases</p>	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude during all phases. Consequently, it is considered that there will be negligible effects on the amenity of the route in all phases of the development.
PRoWs LA 16/2, LA 16/3, LA 5/4,	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	<p>Views: LA 16/2 Moderate adverse in all phases LA 16/3 Low adverse in all phases LA 5/4 Low adverse in construction and decommissioning. Moderate adverse during operation</p> <p>Noise: Low adverse in all development phases</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Negligible in all development phases</p>	Effects of negligible magnitude are expected in relation to air quality and transport, whilst noise assessment anticipates effects of low magnitude during all phases and there are low to moderate adverse magnitudes in visual in all phases. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.
Gordano Round Long Distance Route (PRoW LA20/29, LA20/56, LA15/24)	PRoW / recreational route	Moderate	As a recreational route, the receptor is considered reasonably able to absorb change (i.e. it could be moved if necessary) and is unlikely to be used by sensitive groups. It is a locally important route (within one county) that on completion will link through various parts of Somerset.	<p>Views: Moderate adverse at all phases.</p> <p>Noise: Low adverse in all development phases</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Negligible in all development phases</p>	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessment anticipates effects of low magnitude during all phases and visual anticipates moderate adverse effects during all phases. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.
PRoW LA15/22	PRoW / recreational route	Low	A locally designated route for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use the route) considered to have ability to absorb change.	<p>Views: Preferred route (Option A). Low adverse at construction. Low beneficial at operation and negligible decommissioning.</p> <p>Views: Alternative route (Option B). Low adverse in all development phases</p> <p>Noise: Low adverse in all development phases</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Negligible in all development phases</p>	Effects of negligible magnitude are expected in relation to air quality and transport. The noise assessments anticipate effects of low magnitude during all phases. The visual assessment shows the preferred option has low adverse during construction which are beneficial in operations and the alternative option has low adverse in all phases. Consequently, it is considered that there will be negligible effects on the amenity of the route in all phases of the development.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
PRoW LA8/5 and LA8/6	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Preferred route (Option A) Low adverse at all phases. Alternative route (Option B). Low adverse at all phases. Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude during all phases. Consequently, it is considered that there will be negligible effects on the amenity of the route in all phases of the development.
National Cycle Network Route 41 Avon Cycleway	PRoW / recreational route	Moderate	This cycle way forms part of the national network. Whilst the route could be considered to have high value on this basis, it is just one component of a much wider network that is considered able to incorporate change.	Views: Section G: Overall low adverse, with short sections of moderate adverse for all development phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of overall low magnitude during all phases. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.
Severn Way Long Distance Route	PRoW / recreational route	Moderate	As a recreational route, the receptor is considered reasonably able to absorb change (i.e. it could be moved if necessary) and is unlikely to be used by sensitive groups, however it is a regionally important route linking 360km along the Severn Valley from Wales to Bristol.	Views: Section G: negligible with short sections of low and moderate adverse in all phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of overall low magnitude during all phases. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.
PRoW WL23/64,	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Low adverse in all development phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessments anticipate effects of low magnitude during all phases. The visual assessment has moderate to low adverse during construction and low adverse during operation and decommissioning phases. Consequently, it is considered that there will be minor adverse to negligible effects on the amenity of the route in all phases of the development.
Permissive footpaths within the Hinkley Point Power Station site	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Low adverse at all phases. Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude during all phases. Consequently, it is considered that there will be negligible effects on the amenity of the route in all phases of the development.
PRoW WL 23/61,	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Low adverse in all development phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise and visual assessments anticipate effects of overall low magnitude during all phases. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
WL 23/62	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Moderate adverse at construction and decommissioning. Low adverse at operation Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessments anticipate effects of low magnitude during all phases. The visual assessment has moderate adverse during construction and decommissioning and low adverse during operation and decommissioning phases. Consequently, it is considered that there will be minor adverse to negligible effects on the amenity of the route in all phases of the development.
PRoW WL 23/60	PRoW / recreational route	Low	These are locally designated routes for all groups of users (i.e. not specific to sensitive groups, although sensitive groups may use them) that are considered to have ability to absorb change.	Views: Moderate adverse in all development phases Noise: Low adverse in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessments anticipate effects of low magnitude during all phases. The visual assessment has moderate adverse magnitudes in all phases. Consequently, it is considered that there will be minor adverse effects on the amenity of the route in all phases of the development.
Slape Cross	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse during construction, low beneficial during operation and negligible during decommissioning Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.
Bradney	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse during construction. Low beneficial during operation and negligible during decommissioning. Noise: Low in construction and Negligible in operational and decommissioning phase. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the noise assessments anticipate effects of low magnitude during construction. The visual assessment has low adverse during construction, low beneficial during operation and negligible during decommissioning. Consequently, it is considered that overall there will be minor adverse to negligible effects on the amenity during construction.
Knowle	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse during construction, Low beneficial during operation and Negligible during decommissioning. Noise: Negligible in all development phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.
Puriton (Woolavington and West and East Approach Road)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: Negligible in all development phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Woolavington	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: low adverse in construction phase, negligible in operation and decommissioning phase. Air Quality: Negligible in all development phases. Transport: Moderate adverse during construction phase, Negligible in all other development phases	Effects of negligible magnitude are anticipated across all phases for air quality and during operation and decommissioning for transport and noise. A low adverse effect is anticipated for all phases for visual effects. Moderate adverse transport effects are anticipated during construction and low adverse noise effects during construction. Consequently, it is considered that there will be moderate adverse effect during construction. No significant in-combination effects are expected in the operation and decommissioning phases.
Hunspell Moor (Butler Road)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: Low in all development phases. Air Quality: Negligible in all development phases. Transport: Low adverse during construction phase, negligible in all other development phases	Effects of negligible magnitude are anticipated across all phases for air quality and during operation and decommissioning for transport. A low adverse effect is anticipated for all phases for visual and noise effects. Low adverse transport effects are anticipated during construction. Consequently, it is considered that there will be moderate adverse effect during construction and minor adverse effects on amenity during operation.
East Hunspell	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Negligible at all phases. Noise: Negligible in all development phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics. Scoped out of assessment.
Bason Bridge	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Negligible at all phases. Noise: Negligible in all development phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics. Scoped out of assessment.
Southwick	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: F Route removal - Low adverse on construction, Low beneficial on operation and Negligible on decommissioning. Proposed 400kV overhead line Moderate or low adverse during construction and decommissioning and operation Noise: Low in Construction. Negligible in operational and decommissioning phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual and noise during construction. Effects of negligible magnitude are expected in all topics except visual during operation and decommissioning. Consequently negligible to minor adverse effects on amenity expected during construction

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Mark Causeway/Dutch Road	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	<p>Views: Construction - properties adjacent Mark Causeway with close views towards and along the proposed 400kV overhead line - moderate adverse. Other properties in Mark - low adverse.</p> <p>Operation – Properties adjacent to Mark Causeway with close views towards and along the proposed 400kV overhead line moderate adverse. Other properties low adverse. Properties adjacent to Mark Causeway adjacent removed 132kV overhead line low beneficial.</p> <p>Decommissioning - Properties fronting Mark Causeway with close views towards and along the proposed 400kV overhead line moderate adverse. Other properties low adverse.</p> <p>Properties on Dutch Road: negligible in all development phases</p> <p>Noise: Low adverse in all development phases</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Negligible in all development phases</p>	Effects of negligible magnitude are expected in relation to air quality and transport, whilst the visual and noise assessments anticipate effects of low magnitude during all phases. Consequently, it is considered that there will be minor adverse effects on the amenity in all phases of the development.
Wellfield Farm/Vole Road (Wellfield Ho)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	<p>Views: Low adverse during construction and decommissioning. Moderate adverse during operation.</p> <p>Noise: Negligible in all construction and operation phases. Low adverse in decommissioning phase.</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Low adverse during construction phase, Negligible in all other development phases</p>	Effects of negligible magnitude are anticipated across all phases for air quality and during construction and operation for noise and operation and decommissioning for transport. A moderate adverse magnitude is anticipated for all phases for noise effects. Low adverse magnitude is expected for visual during construction, with moderate adverse during operation. Low adverse effects are anticipated during construction for traffic and decommissioning for noise. Consequently, it is considered that there will be moderate adverse effect during construction and negligible to minor adverse effects on amenity during operation and decommissioning.
Vole Road (South of Pill Road)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	<p>Views: Moderate adverse or Low adverse in all phases</p> <p>Noise: Low adverse in construction and Negligible in operational and decommissioning phases.</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Low adverse during construction phase, Negligible in all other development phases</p>	Effects of negligible magnitude are anticipated across all phases for air quality and during operation and decommissioning for transport and noise. A low to moderate adverse magnitude is anticipated for all phases for visual. Low adverse effects are anticipated during construction for traffic and for noise. Consequently, it is considered that there will be moderate adverse effect during construction and minor adverse effects on amenity during operation and decommissioning.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Tarnock/A38 (south of Biddisham)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases (properties at junction between A38 and Kingsway) Noise: Moderate adverse in operational phase, low adverse in construction and decommissioning phases Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are anticipated across all phases for air quality and transport effects. A low adverse effect is anticipated across all phases for visual effects. A moderate adverse noise effect is expected for operation phase and low adverse during construction and decommissioning. Consequently, it is considered that there will be minor to moderate adverse effects on the amenity of the settlement during all phases of development.
Biddisham (Green Farm area)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: Negligible in all development phases Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.
Crab Hole (Biddisham Lane)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Waterfront Farm and Chestnuts Farm - moderate adverse during construction and decommissioning and low adverse during operation. No view from Crab Hole. Noise: Low adverse in all phases Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are anticipated across all phases for air quality and transport effects. A low adverse effect is anticipated across all phases for noise effects. A moderate adverse visual magnitude is expected for construction and decommissioning and low adverse during operation. Consequently, it is considered that there will be minor adverse effects on the amenity of the settlement during all phases of development.
Loxton	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Properties on Sevier Road low adverse in all development phases Properties near junction between Christon Road and Sevier Road negligible in all development phases Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.
Webbington	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Moderate adverse at construction and decommissioning. Low beneficial on operation. Noise: Low adverse in construction phase, negligible in operational and decommissioning phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are anticipated across all phases for air quality and transport effects. A low magnitude effect is anticipated during the construction for noise effects. A moderate adverse effect is anticipated during the construction for visual effects while low beneficial effects are anticipated during operation. Consequently, it is considered that there will be moderate adverse effects on the amenity of the settlement during construction and only beneficial significant landscape effects are identified during operation.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Barton	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Moderate adverse on construction and decommissioning. Low beneficial on operation Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.
Max Mill Lane (northeast of Barton)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse on construction. Low beneficial on operation. Low adverse on decommissioning. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.
The Rhodyate (south of Banwell)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Moderate adverse on construction. Moderate beneficial on operation. Moderate adverse on decommissioning. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.
Sandford (Broadleaze Way/Sandford Road/South Croft)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Broadleaze Way negligible in all development phases Sandford Road/South Croft low adverse or negligible in construction, Low beneficial or negligible in operation. Low adverse or negligible in decommissioning. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Moderate adverse during construction and decommissioning phases, Negligible during operational phase	Effects of negligible magnitude are expected in all topics except transport and visual at Sandford Road/South Croft, where there will be in-combination effects during construction and decommissioning. Impacts of low adverse magnitude are expected on views at this location and impacts of moderate adverse magnitude are expected on transport. Overall, there would be minor adverse effect on amenity during construction and decommissioning and negligible effect during operation.
Sandford (Station Road/Hapil Close)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse on construction and Low beneficial on operation. Negligible on decommissioning. Noise: Low adverse in construction phase, negligible in operational and decommissioning phases Air Quality: Negligible in all development phases Transport: Moderate adverse during construction and decommissioning phases, Negligible during operational phase	Effects of negligible magnitude are anticipated across all phases for air quality effects. During construction low magnitude effects is anticipated for noise, visual with a moderate adverse traffic effect. During operation only beneficial visual effects are expected. A moderate adverse transport effect is expected during decommissioning. Consequently, it is considered that there will be moderate adverse effects on the amenity of the settlement during construction and negligible effects during operation and minor adverse effects during decommissioning.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Sandford (Mead Lane)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Moderate adverse during construction and decommissioning. Low beneficial on operation. Noise: Low adverse in all development phases. Air Quality: Negligible in all development phases Transport: Moderate adverse during construction and decommissioning phases, Negligible during operational phase	Effects of negligible magnitude are anticipated across all phases for air quality effects. During construction low magnitude effects is anticipated for noise and traffic with a moderate adverse visual effect. During operation only beneficial visual effects are expected. A low adverse transport effect is expected during decommissioning. Consequently, it is considered that there will be moderate adverse effects on the amenity of the settlement during construction and decommissioning and negligible effects during operation.
Havage Drove/Box Bush Lane (east of East Rolstone)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual Scoped out of assessment.
Puxton Lane (south of Puxton)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Moderate adverse on construction, Moderate beneficial on operation. Low adverse on decommissioning. Noise: Low adverse in construction and negligible in operational and decommissioning phases. Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are anticipated across all phases for noise or air quality and traffic effects. A low magnitude noise effect is anticipated during the construction. A moderate adverse effect is anticipated during the construction and a moderate beneficial during operation phases for visual effects while low adverse magnitudes are anticipated during decommissioning. Consequently, it is considered that there will be minor adverse effects on amenity during construction with only significant landscape benefits during the operation phase.
A370 (south of West Hewish)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Negligible in all development phases. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics. Scoped out of assessment.
Hewish	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse in all development phases Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.
Old Weston Road/Dolemoor Lane	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Negligible to Low adverse in all development phases. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual Scoped out of assessment.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Weston Road/A370	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse in all development phases Noise: Low in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are anticipated across all phases for air quality and traffic effects. A low magnitude effect is anticipated during all phases for noise and visual effects. Consequently, it is considered that there will be minor adverse effects on the amenity during all phases.
Yatton (part of western fringes)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual Scoped out of assessment.
Kingston Bridge	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse in construction and decommissioning. Low to moderate adverse in operation. Noise: Low in all phases. Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are anticipated across all phases for air quality and traffic effects. A low magnitude effect is anticipated during all phases for noise effects. Low to moderate magnitude is expected for visual. Consequently, it is considered that there will be minor adverse effects on the amenity during all phases.
North End	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Minor adverse during construction and decommissioning phases, negligible during operational phase	Effects of negligible magnitude are anticipated across all phases for noise and air quality effects. A low magnitude effect is anticipated during the construction and decommissioning phases for traffic effects. A low adverse effect is anticipated across all phases for visual effects. Consequently, it is considered that there will be minor adverse effects on the amenity during construction and decommissioning and only significant visual effects during the operation phase.
West End (outside Nailsea)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual Scoped out of assessment.
Nailsea Wall Lane/Netherton Wall Lane	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual Scoped out of assessment.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Nailsea (western fringes)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at construction and decommissioning, Low beneficial at operation. Noise: Low adverse during construction and decommissioning and negligible during operation. Air Quality: Negligible in all development phases Transport: Moderate adverse during construction and decommissioning phases, Low adverse during operational phase	Effects of negligible magnitude are anticipated during all phases for air quality. Low magnitude effects anticipated during the construction and decommissioning phases for noise effects. A moderate adverse effect is anticipated during the construction and decommissioning phases for transport effects and low adverse during operation. Low adverse effects during construction while a low beneficial effect is anticipated during operation for visual effects. Consequently, it is considered that there will be moderate adverse effects on the amenity during construction and decommissioning and negligible effects during the operation phase.
Tickenham Hill/Clevedon Road (north of Nailsea)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Tickenham Hill (Lower) low adverse in all development phases Tickenham Hill (Upper) and Clevedon Road negligible in all phases Noise: Low adverse during construction and decommissioning and negligible during operation. Air Quality: Negligible in all development phases Transport: Moderate adverse during construction and decommissioning phases, low adverse during operational phase	Effects of negligible magnitude are anticipated during all phases for air quality. Low magnitude effects anticipated during the construction and decommissioning phases for noise effects. A moderate adverse effect is anticipated during the construction and decommissioning phases for transport effects and low adverse effect during operation. Low to negligible adverse effects are anticipated during all phases for visual effects. Consequently, it is considered that there will be minor adverse effects on the amenity during all phases.
Clevedon Road/Cuckoo Lane	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse at all phases. Noise: Low adverse during construction and decommissioning and negligible during operation. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are anticipated across all phases for air quality effects and transport. A low magnitude adverse effect is anticipated during construction and decommissioning for noise and low adverse effects are anticipated across all phases for visual effects. Consequently, it is considered that there will be minor adverse effects on amenity during construction and decommissioning and only significant landscape effects during the operation phase.
Caswell Lane/Naish Hill (Clapton in Gordano)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Low adverse to negligible on construction, Low beneficial to negligible on operation and Low adverse to negligible on decommissioning. Noise: Negligible in all development phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Portishead (eastern fringe)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	<p>Views (preferred route Option A): Low adverse during construction, moderate beneficial at operation and negligible during decommissioning.</p> <p>Views (alternative route Option B): Moderate adverse during construction. Low adverse at operation. Low adverse at decommissioning.</p> <p>Noise: Low adverse during construction and decommissioning phases, negligible in operational phase.</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Low adverse during construction and decommissioning phases, negligible during operational phase</p>	<p>Effects of negligible magnitude are anticipated across all phases for air quality effects. A low magnitude adverse effect is anticipated during construction and decommissioning for noise and transport, negligible during operation. For visual effects the preferred option has a low adverse effect during construction and a low beneficial effect during operation, whereas the alternative route has a moderate adverse effect during construction and low adverse on operation. Consequently, it is considered that there will be minor to moderate adverse effects on amenity overall during construction and decommissioning (subject to option selected) and only significant landscape effects during the operation phase.</p>
Portbury, Elm, Tree Park and Sheepway (east of Portishead)	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	<p>Views (preferred route Option A): Sheepway (road) Low adverse during construction and decommissioning. Negligible in operational phase. Residential receptors negligible in all phases</p> <p>Views (alternative route Option B): Sheepway (road) Low adverse during all phases. Residential receptors negligible during all phases.</p> <p>Noise: Low adverse in all phases.</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: low adverse during construction and decommissioning phases, negligible during operational phase.</p>	<p>Preferred option has low magnitude effects for all phases for noise, with low magnitude effects for visual and transport during construction and decommissioning. Consequently, for this option, a minor adverse effect on amenity is expected during construction and negligible during operation.</p> <p>The alternative option has low magnitude effects during construction and decommissioning for noise and transport with low magnitude visual effects for all phases. Consequently, for this option, a minor adverse effect is expected at all phases.</p>
Avonmouth	Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	<p>Views: Low adverse during construction and decommissioning. Moderate adverse for properties in the area of Gloucester Road and Napier Road during operation; low adverse for properties around Cook Street during operation; and low beneficial for properties around Portway during operation.</p> <p>Noise: Low adverse in construction and decommissioning, negligible in operation phase.</p> <p>Air Quality: Negligible in all development phases</p> <p>Transport: Low adverse during construction and decommissioning phases, negligible during operational phase</p>	<p>Effects of negligible magnitude are anticipated in all phases for air quality effects. A low magnitude effect is anticipated during construction and decommissioning phases for visual and noise effects. A low adverse effect is anticipated for transport effects in the construction and decommissioning phase. Consequently, it is considered that there will be minor to moderate adverse effects on the amenity during construction and decommissioning with only significant visual effects during operation (i.e. negligible in-combination effect).</p>

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Moorland Park Traveller Site	Temporary Settlement / Community	Moderate	Settlements (for the purposes of this study considered to comprise a collection of 5 or more dwellings), have been identified to represent local communities. They are likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) on a permanent or long-term to very long-term basis. There is likely to be an ability to absorb or adapt to change.	Views: Moderate adverse at all phases. Noise: Moderate adverse in operational phase, low in construction phase and decommissioning phase. Air Quality: Negligible in all development phases Transport: Moderate adverse during construction and decommissioning phases, low adverse during operational phase	Effects of negligible magnitude are anticipated in all phases for air quality effects. Moderate magnitude effects are anticipated during all phases for visual in the operation phase for noise effects and during the construction and decommissioning phases for transport effects. Low magnitude effects expected for noise during construction and decommissioning. Consequently, it is considered that there will be Moderate adverse effects during all phases of development on the amenity of the settlement.
B&B Guesthouse on Puriton Hill	Visitor Attraction / Recreation	Low	As a B&B Guesthouse, this attraction is of local importance with a variety of users (i.e. not specific to sensitive groups, although sensitive groups such as the elderly may stay here) and has ability to absorb change (the B&B Guesthouse location could not easily be moved, but if necessary, modifications could be made to adapt the facility). Whilst users of the B&B Guesthouse could be present around the year, particular tourists/visitors are likely to stay only for a short period of time (e.g. a few days or weeks).	Views: Negligible in all phases Noise: Negligible in all development phases Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all topics. Scoped out of assessment.
The Knowle Inn	Visitor Attraction / Recreation	Low	As a public house, this attraction is of local importance with a variety of users (i.e. not specific to sensitive groups, although sensitive groups such as the elderly may visit here). Users of the inn could be present around the year. The frequency with which each user is likely to visit will vary.	Views: Moderate adverse on construction, Low beneficial on operation and Negligible on decommissioning Noise: Negligible in all development phases. Air Quality: Negligible in all development phases. Transport: Low adverse during construction and decommissioning phases, negligible during operational phase	Effects of negligible magnitude are expected in all phases for noise and air quality. Moderate adverse visual effects are anticipated during construction along with low magnitude adverse transport effects. Consequently, minor adverse effects on amenity are expected during construction. During operation only significant positive landscape effects are expected and only significant negative transport effects are anticipated during decommissioning.
The Prince of Wales Public House	Visitor Attraction / Recreation	Low	As a public house, this attraction is of local importance with a variety of users (i.e. not specific to sensitive groups, although sensitive groups such as the elderly may visit here). Users of the inn could be present around the year. The frequency with which each user is likely to visit will vary.	Views: Negligible adverse at all phases. Noise: Negligible in all development phases. Air Quality: Negligible in all development phases. Transport: Minor adverse during construction and decommissioning phases, negligible during operational phase	Effects of negligible magnitude are expected in all disciplines except transport. Scoped out of assessment.
Coombes Cider Mill Caravan Park	Visitor Attraction / Recreation	Low	Likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) who will reside on a temporary/ long-term temporary basis. However, there is likely to be ability to absorb change.	Views: Moderate adverse on construction, minor beneficial on operation and low adverse decommissioning. Noise: Negligible in construction and operation phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all disciplines except visual. Scoped out of assessment.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Caravan & Camping site at Merry Farm	Visitor Attraction / Recreation	Low	Likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) who will reside on a temporary/ long-term temporary basis. However, there is likely to be ability to absorb change.	Views: Moderate adverse at all phases. Noise: Low during operational phase. Negligible in all construction and decommissioning phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and Transport in all phases. The visual assessment anticipates effects of moderate magnitude across all phases of the development. The low adverse noise effect is expected during operation. Consequently, it is considered that there will be minor adverse effects during the operation phases of development on amenity.
Cripps Farm Holiday Cottages	Visitor Attraction / Recreation	Low	As a collection of holiday cottages, this attraction is of local importance with a variety of users (i.e. not specific to sensitive groups, although sensitive groups such as the elderly may stay here) and has ability to absorb change (the cottages could not easily be moved, but if necessary, modifications could be made to adapt the facility). Whilst users of the cottages could be present around the year, particular tourists/visitors are likely to stay only for a short period of time (e.g. a few days or weeks).	Views: Moderate adverse at all phases. Noise: Low during operational phase. Negligible in all construction and decommissioning phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases	Effects of negligible magnitude are expected in relation to air quality and Transport in all phases. The visual assessment anticipates effects of moderate magnitude across all phases of the development. The low adverse noise effect is expected during operation. Consequently, it is considered that there will be minor adverse effects during the operation phases of development on amenity.
Acorn Carp Fishery	Visitor Attraction / Recreation	Low	Likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children). Users of the fishery could be present around the year. The frequency with which each user is likely to visit will vary.	Views: Low adverse during construction and decommissioning, Moderate adverse in operation.. Noise: Negligible in all development phases. Air Quality: Negligible in all development phases Transport: Low adverse during construction and decommissioning phases, negligible during operational phase	Effects of negligible magnitude are expected in relation to air quality and noise in all phases. The visual assessment anticipates effects of moderate magnitude during operation and low magnitude during construction and decommissioning. The low adverse transport effect is expected during construction and decommissioning. Consequently, it is considered that there will be minor adverse effects during the construction and decommissioning phases of development on amenity. Only significant adverse landscape effects are identified during operation.
Nailsea and Backwell Rugby Football Club	Visitor Attraction / Recreation	Low	Likely to be used by a variety of users, including those from sensitive groups (e.g. children in the Junior Section). There may be ability to absorb change. Users of the RFC could be present around the year, although mainly in the rugby season. The frequency with which each user is likely to visit will vary.	Views: Low adverse on construction, Low beneficial on operation and Low adverse on decommissioning. Noise: Low during construction and decommissioning phase. Negligible during operational phase. Air Quality: Negligible in all development phases Transport: Moderate adverse during construction and decommissioning phases, low adverse during operational phase	Effects of negligible magnitude are expected in relation to air quality. Low noise effects are anticipated during construction and decommissioning. The landscape and visual effects are anticipated to be of low adverse magnitude during construction and decommissioning with a low beneficial effect during operation. Transport effects are considered to be moderate adverse during construction and decommissioning and low adverse during operation. Consequently, it is considered that there will be minor to moderate adverse effects during construction and decommissioning phases of development on the amenity of the sports pitch and negligible effects during operation.
Winter Meadows Caravan Park (South Farm)	Visitor Attraction / Recreation	Low	Likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children) who will reside on a temporary/ long-term temporary basis. However, there is likely to be ability to absorb change.	Views: Moderate adverse on construction, Moderate beneficial on operation and low adverse on decommissioning. Noise: Negligible in all development phases. Air Quality: Negligible in all development phases Transport: Negligible in all development phases	Effects of negligible magnitude are expected in all disciplines except visual. Scoped out of assessment.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
The Star Inn public house	Visitor Attraction / Recreation	Low	As a public house, this attraction is of local importance with a variety of users (i.e. not specific to sensitive groups, although sensitive groups such as the elderly may visit here). Users of the inn could be present around the year. The frequency with which each user is likely to visit will vary.	Views: Moderate adverse at all phases. Noise: Low adverse in construction and decommissioning phases. Moderate adverse in operation phase. Air Quality: Negligible in all development phases. Transport: Low adverse during construction and decommissioning phases, negligible during operational phase	Effects of negligible magnitude are expected in relation to air quality. The visual assessments anticipate effects of moderate magnitude across all phases of the development, as does the noise assessment for operation. Low adverse noise and transport effects are expected during construction and decommissioning. Consequently, it is considered that there will be minor to moderate adverse effects during all phases of development on the amenity of the public house.
Noah's Ark Zoo Farm	Visitor Attraction / Recreation	Low/Moderate	Regionally important visitor attraction aimed at a sensitive group (children). Not open continually around the year. The frequency with which each user is likely to visit will vary.	Views: Low adverse at all phases. Noise: Low adverse in construction and decommissioning phase. Negligible during operational phase. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases.	Negligible effects are anticipated for all phases for air quality and transport and for noise during operation. Visual effects of low adverse are expected for all phases and low adverse noise effects during construction and decommissioning. Consequently it is considered that there will be minor adverse effects during construction and decommissioning with only significant adverse landscape effects during operation.
Motocross Centre on Caswell Hill	Visitor Attraction / Recreation	low	This facility is unlikely to be used by sensitive groups. The site is also on a 28 day license and is not a fixed installation. The site is likely to be able to absorb change.	Views: Low adverse at all phases. Noise: Negligible in all development phases. Air Quality: Negligible in all development phases. Transport: Negligible in all development phases.	Effects of negligible magnitude are expected in all topics except visual. Scoped out of assessment.

Receptor	Type	Sensitivity of Resource	Justification	Magnitude of Residual Environmental Effects	Effect Description and Significance
Portbury Wharf Nature Reserve/SNCI	Visitor Attraction / Recreation	Low	Likely to be occupied by a variety of users, including those from sensitive groups (e.g. the elderly and children). Users of the SNCI could be present around the year. The frequency with which each user is likely to visit will vary.	<p>Views: (Preferred Route Option A)</p> <p>Bird Hide North Pools – Low adverse on construction, low beneficial on operation and negligible on decommissioning</p> <p>Bird Hide South Pools – Low adverse on construction, moderate beneficial on operation and low adverse on decommissioning</p> <p>Car Park Sheepway – Moderate adverse on construction, low beneficial on operation and moderate adverse on decommissioning</p> <p>Car Park Wharf Lane – Low adverse on construction and decommissioning. Low beneficial on operation</p> <p>Views: (Alternative Route Option B):</p> <p>Bird Hide North Pools – Low adverse for all phases</p> <p>Bird Hide South Pools – Moderate adverse on construction and decommissioning, low beneficial on operation</p> <p>Car Park Sheepway – Moderate adverse for all phases</p> <p>Car Park Wharf Lane – Low adverse for all phases</p> <p>Noise: Low adverse during all phases of development.</p> <p>Air Quality: Negligible in all development phases.</p> <p>Transport: Moderate adverse during construction and decommissioning phases, low adverse during operational phase</p>	<p>Effects of negligible magnitude are expected in relation to air quality. Low magnitude effects are anticipated for noise during all phases of the development (for both preferred and alternative option). Visual effects are considered to be low to moderate adverse magnitude during construction and decommissioning for both options, low to moderate beneficial during operation for the preferred option, and low to moderate adverse during operation for the alternative option (except at the Bird Hide South where the magnitude would be low beneficial). Transport effects are expected to be moderate during construction and demolition and low during operations.</p> <p>Overall, it is considered that preferred option will have minor to moderate adverse effects on amenity during construction and decommissioning and negligible effects during operation. The alternative option will have minor to moderate adverse effects during construction and decommissioning and minor adverse effects during operation on the amenity of the nature reserve.</p>