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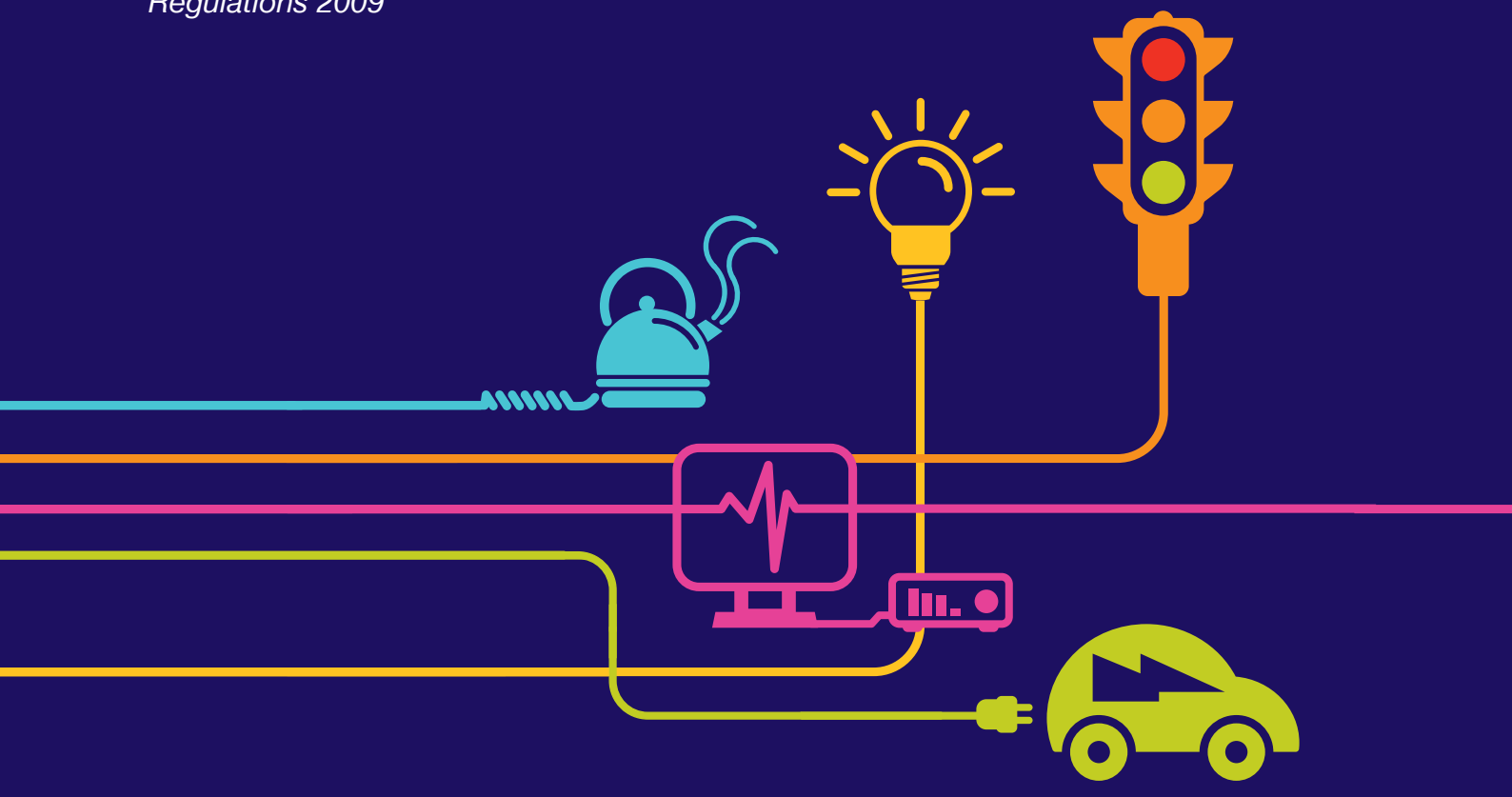
Document 5.23.5.2.1A

Environmental Statement
Flood Risk Assessment
Hinkley Point C Connection Route
Appendices A to F

Hinkley Point C Connection Project

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



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Environmental Statement

Hinkley Point C Connection Project

5.23.5.2 – Hinkley Point C Connection Route Flood Risk Assessment – Appendices (orange highlight indicates the contents of this Volume)

Appendix	Title
Volume 5.23.5.2.1A	
A	Sequential Test Report
B	EN-1 and EN-5 Compliance Tables
C	Route Plans Showing Key Features
D	Proposed Development Operational Phase
E	Design Drawings
F	Proposed Construction Phase Haul Roads and Watercourse Crossings
Volume 5.23.5.2.2A	
G	Fluvial Flood Maps
H	Updated Flood Maps for Surface Water
I	National Flood Risk Assessment Flood Modelling Extents
J	Technical Note on Haul Road, Construction Compound and Stockpile Flood Risk

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09/05/14	A	Superseded	Final version for DCO submission
19/01/15	B	Live	Updated version for submission to PINS

Appendix A – Sequential Test Report

This document demonstrates how the flood risk Sequential Test for the selection of the National Grid Hinkley Point C Connection Project route has been applied. The format of this report follows that recommended in Demonstrating the flood risk Sequential Test for Planning Applications v3.1 (Environment Agency, April 2012).

1. Introduction

The Need

National Grid operates the high voltage electricity transmission system in Great Britain and owns the system in England and Wales. The system operates mainly at 400,000 and 275,000 volts, connecting the electricity generators to substations where the high voltages are transformed to lower voltages. This enables the power to be distributed to homes and businesses by Distribution Network Operators who operate at a maximum of 132,000 volts.

The existing transmission system in South West England, South Wales and Gloucestershire is sufficient to comply with the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS) for current levels of generation and demand. However, the electricity industry is undergoing unprecedented changes in the drive towards a low-carbon economy, which is seeing major investment in low-carbon generation. These new generation projects need connections to the transmission system.

In September 2007, National Grid received an application for the connection of a new nuclear power station at Hinkley Point, Somerset (Hinkley Point C Power Station) to the high voltage electricity transmission system. Under the terms of its transmission licence National Grid is obliged to make an offer of connection in response to each valid application made.

This connection, as well as others in the South West and South Wales and Gloucestershire, triggered the need for new transmission capacity in the region. A detailed explanation of the need for the proposed project is contained in the National Grid Need Case[1].

The Need Case explains that by 2018 the capacity of the transmission network in the South West and South Wales and Gloucestershire regions will no longer be adequate for the amount of new generation forecast to connect. In the South West by 2021, new transmission capacity in excess of 3,700MW is required. In addition, by 2023 South Wales and Gloucestershire will require new transmission capacity of over 3,600MW, with a requirement for two additional transmission circuits to facilitate new generation connections at Seabank.

This Sequential Test report relates to the provision of the Hinkley Point C Connection Project route.

[1] Need Case for the South West and South Wales and Gloucestershire Regions (National Grid, 2014).

The Proposed Preferred Route

The proposed Hinkley Point C Connection project includes the following principal elements:

- construction of a 57km 400kV electricity transmission connection between Bridgwater in Somerset and Seabank, near Avonmouth, comprising:
- Installation of a 400kV overhead line; and
- Installation of 400kV underground cables.
- modifications to existing overhead lines at Hinkley Point, Somerset;
- construction of three 400kV cable sealing end (CSE) compounds along the route of the connection;
- construction of a 400/132kV substation at Sandford, North Somerset;
- extension of the existing 400kV substation at Seabank;
- The removal of existing 132kV overhead lines and the construction of replacement 132kV overhead lines and 132kV underground cables;
- extensions/modifications to existing 132kV substations at Churchill, Portishead, Avonmouth and Seabank;
- associated works, for example, temporary access roads, highway works, temporary construction compounds, scaffolding, work sites and ancillary works.

A more detailed description of the Proposed Development is provided in **Volume 5.3, Environmental Statement, Chapter 3** and the components described above are shown at **Inset A1**.

Inset A1 - The Preferred Route of the Hinkley Point C Connection Project.

2. Sequential Testing

This section demonstrates that a sequential approach has been undertaken in planning the route with respect to flood risk.

As set out in the National Planning Policy Framework, the aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. The flood zones are the starting point for this sequential approach. Zones 2 and 3 are shown on the flood maps with Flood Zone 1 being all the land falling outside Zones 2 and 3. These flood zones refer to the probability of sea and river flooding only, ignoring the presence of existing defences.

Where **Table A1** (reproduced from Table 3 of Planning Practice Guidance (PPG) on Flood Risk and Coastal Change) indicates the need to apply the Exception Test (as set out in the National Planning Policy Framework, paragraph 102), the scope of a Strategic Flood Risk Assessment will be widened to consider the impact of the flood risk management infrastructure on the frequency, impact, speed of onset, depth and velocity of flooding within the flood zones considering a range of flood risk management maintenance scenarios. Where a Strategic Flood Risk Assessment is not available, the Sequential Test should be based on the Environment Agency flood zones. For the Hinkley C Connection Project, the proposed route covers such a wide area and a number of diverse SFRAs the assessment is based on Environment Agency Flood Zones.

The method used to demonstrate compliance with the Sequential and Exception Tests with regard to the Hinkley C Connection Project proposed route is to use *Demonstrating the Flood Risk Sequential Test for Planning Applications* v3.1 (Environment Agency, April 2012). This is set out below using the proforma (the text in grey boxes) followed by the response as applied to this project.

Stage 1- Strategic application and development vulnerability

- **Has the Sequential Test already been carried out for this development at Local Plan level?** If yes, reference should be provided for the site allocation and Local Plan document in question.

No

- **Is the flood risk vulnerability classification of the proposal appropriate to the Flood Zone in which the site is located according to tables 1 and 3 of the NPPF?** The vulnerability of the development should be clearly stated.

The proposed development is defined as Essential Infrastructure in Table 2 of the PPG on Flood Risk and Coastal Change, which supersedes (from March 2014) the Technical Guidance to the National Planning Policy Framework. Essential Infrastructure is defined as:

"Essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations and grid and primary substations; and water treatment works that need to remain operational in times of flood".

Table A1, replicated from Table 3 of the PPG on Flood Risk and Coastal Change shows that an Exception Test needs to be passed for all parts of the route within Flood Zone 3 to allow the proposed development to be permitted.

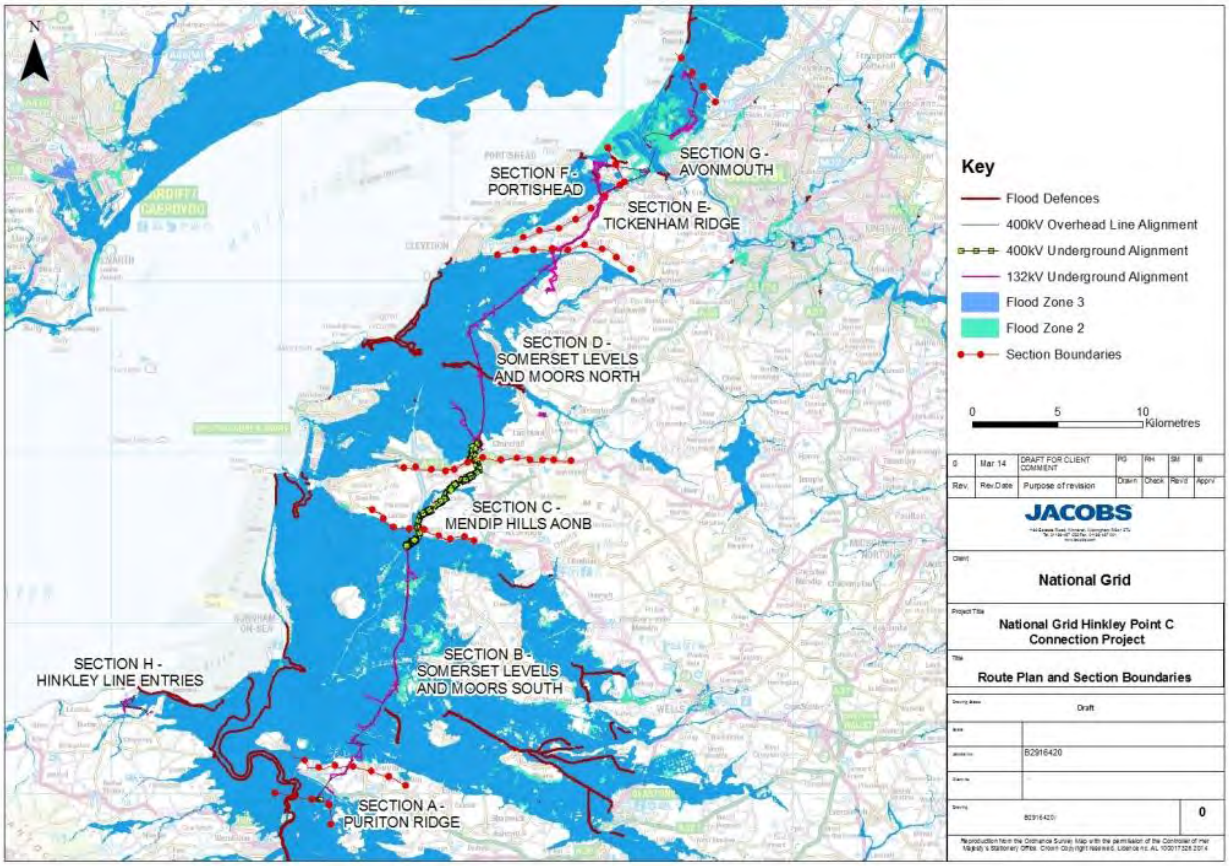
Table A1 – Flood Risk Vulnerability and Flood Zone Compatibility

Flood Risk Vulnerability Classification		**Essential Infra-structure**	**Highly Vulnerable**	**More Vulnerable**	**Less Vulnerable**	**Water Compatible**
Flood Zone	Zone 1	✓	✓	✓	✓	✓
	Zone 2	✓	Exception Test Required	✓	✓	✓
	Zone 3a	Exception Test Required	×	Exception Test Required	✓	✓
	Zone 3b	Exception Test Required	×	×	×	✓

Key:
✓ Development is appropriate
× Development should not be permitted

Inset A2 indicates the extent of the proposed route that falls within Flood Zone 3. Clearly this is the majority of the route except for the underground section, Section C - Mendip Hills and parts of two other sections on higher ground; Section A - Puriton Ridge and Section E - Tickenham Ridge.

Inset A2 - Preferred Route, Section Boundaries and Flood Zones



Stage 2 - Defining the Evidence Base

2.1 State the geographical area over which the test is to be applied

The original search area for suitable options extended from Aberthaw in the west (located west of Cardiff) to Fawley (located south of Southampton) and Chickerell (close to Weymouth) on the south coast. The search area to the north was as far as Aust (north of Bristol, close to the Severn Bridge).

The National Grid optioneering process included the following stages:

- The initial Strategic Optioneering Report[2]
- The Selection of Preferred Connection Report[3]

To comply with National Electricity Transmission System Security and Quality of Supply Standard requirements, potential routes were assessed on the basis of:

- overall capital cost;

[2] National Grid (2009) Hinkley Point C Connection Strategic Optioneering Report

[3] Hinkley Point C Connection Project; Selection of Preferred Connection Report (August 2011)

- technical viability of the connection; and
- the connection not unduly adversely impacting the timing of the connection dates and other commitments made to connectees.

Consideration was also given to complying with the Holford Rules[4] and the requirements set out in the National Policy Statements for energy, specifically EN-1 (Overarching Energy) and EN-5 (Electricity Networks Infrastructure). In addition, Section 38 and Schedule 9 of the Electricity Act 1989 requires National Grid to assess the environmental impact of each route.

The initial Strategic Optioneering Report considered 20 different options for the provision of the required transmission capacity. The route selection was naturally constrained by the start and end points i.e. Hinkley and Seabank. The twenty options were assessed in more detail using assessment criteria that included: technical complexity; constructability; cost; and whether the option was acceptable on amenity grounds. The assessment discounted 13 of these options as being non-compliant with the requirements of the National Electricity Transmission System Security and Quality of Supply Standard (NETS SQSS).

Table A2 provides details of the options considered and the outcome of the assessment.

The Selection of Preferred Connection Report then considered the relative merits of each of the potential route corridors against a range of factors in more detail including: the National Policy Statements EN-1 and EN-5, National Grid's statutory duties; compliance with planning policies; compliance with National Grid policies; consultation representations; landscape and visual impacts; effects on biodiversity and geological conservation; effects on land use and socio-economic factors; engineering - deliverability; effects on civil and military aviation and defence interests; effects on flood risk and climate change resilience.

Table A2 - Options Evaluated

Reference	Option	Decision
H1	Do Nothing	Discount- breach of National Grid's licence obligation to provide connections
H2	Generator action - fast valving	Discount – Non- compliant
H3	Generator action - AC/DC/AC controls	Discount - Non- compliant
H4	Static VAR compensation	Discount- Non- compliant
H5	HVDC subsea cable Hinkley Point to Aberthaw	Discount- due to cost

[4] The "Holford Rules" are a series of planning guidelines first developed in 1959 by Lord Holford, adviser to the then Central Electricity Generating Board on amenity issues. They were reviewed in the 1990s by National Grid . The rules are not published as a single work but they are referred to in a number of planning publications including *Visual Amenity Aspects of High Voltage Transmission* by George A. Goulty (1989) and Planning Overhead Power Line Routes by RJB Carruthers (1987) Research Studies Press Ltd, Letchworth. Notes and explanations of the Holford Rules are available on the National Grid website http://www.nationalgrid.com/NR/rdonlyres/E9E1520A-EB09-4AD7-840BA114A84677E7/41421/HolfordRules1.pdf

Reference	Option	Decision
H5a	AC subsea cable Hinkley Point to Aberthaw	Discount – due to cost and technical difficulties that may not be resolvable.
H6	HVDC subsea cable Hinkley Point to Seabank	Discount -high cost, uncertainty over deliverability, technical difficulties and compliance issues
H7	HVDC subsea cable Hinkley Point to elsewhere	Discount -high cost, uncertainty over deliverability, and compliance issues
H7a	AC subsea cable Hinkley Point to elsewhere	Discount – due to cost and technical difficulties that may not be resolvable.
H8	Upgrade existing National Grid assets	Discount- non compliant
H9	Upgrade existing DNO assets	Discount- non compliant
H10	Hinkley Point to Seabank	Take forward
H10a	Hinkley Point to Seabank using DNO route	Take forward
H11	Hinkley Point to Melksham Park	Park as lower cost solution available and schemes available with better coordination of transmission works available.
H12	Hinkley Point to Taunton	Discount- non compliant
H13	Hinkley Point to Exeter	Discount- non compliant
H14	Hinkley Point to Mannington/Chickerell	Discount- non compliant
H15	Hinkley Point to Nursling Park	Park as lower cost solution available and schemes available with better coordination of transmission works available.
H16	Hinkley Point to Whitson	Discount- high cost and shorter option to Seabank and no operational advantage.
H17	Ultra High Voltage	Discount- excessive cost and high risk of non-delivery
H18	Four circuit towers	Discount- compliance and deliverability issues
H19	Upgrade VQ and extend to Axminster	Discount- non compliant
H20	AC subsea cable Hinkley Point to Seabank	Discount- cost and technical difficulties that may not be resolvable.

As a result of the optioneering and screening process two principal Route Corridors with minor sub-options were taken forward. The Preferred Route was then selected by selecting the best combination of routes to meet the overall technical, environmental and planning criteria. The Route Corridors and final Preferred Route are shown in **Inset A3**. The Route Corridors are considered to be the only viable strategic options for Sequential Testing.

The Sequential Test is thus restricted to the Preferred Route and the variations on the Route Corridors extending from the existing Hinkley Power Stations (A and B) at Hinkley Point northwest of Bridgwater overland to the existing National Grid 400kV electricity substation at Seabank, north of Bristol as shown in **Inset A3**.

2.2 If greater or lesser than the district boundary justify why the geographical area for applying the test has been chosen

The linear nature of the development makes it appropriate to consider the two possible routes between Bridgwater and Seabank without being constrained to district boundaries.

2.3 Identify the source or reasonable available sites

The choice of route is constrained by the start and end points of Hinkley Point and Seabank. The reasonably available sites, as explained in section 2.1 arose from an assessment of all 20 reasonably available options. The assessment eliminated all but two of the options.

The two possible options were taken forward:

- Use the existing 132kV overhead line route. This could be achieved by either replacing the pylons with 400kV pylons and improving the route where necessary (Corridor 1A) or running a 400kV route in close parallel and retaining the 132kV infrastructure (Corridor 1B); or
- A new 400kV overhead line connection route between Hinkley Point and Seabank (Corridor 2).

Following consultation, the Preferred Route is made up of components of Route Corridor 1 and Route Corridor 2 and comprises:

- Route Corridor 1 (Option 1A) between Bridgwater and Seabank with the following exceptions :
- Horsey to Woolavington (Route Corridor 2); and
- Tickenham Ridge to Portishead (Route Corridor 2);

Therefore the Preferred Route is compared here to Route Corridor 2 with two short sections of Route Corridor 1 (see **Inset A3**).

2.4 State the method used for comparing flood risk between sites

The comparison of the two Route Corridors with the Preferred Route is made on the basis of the Environment Agency flood map as supplied (3rd January 2014). This flood map includes flooding from fluvial and coastal sources. Consideration is also given to flooding from:

- Surface water;
- Groundwater; and
- Water Services.

However, the flood risk assessments indicate that the fluvial and tidal flood risks are greater than those from other sources.

Stage 3 - Applying the Sequential Test

Compare the reasonably available sites identified under stage 2 with the application site. Sites should be compared in relation to flood risk; Local Plan status; capacity; and constraints to delivery including availability, policy restrictions, physical problems or limitations, potential impacts of the development, and future environmental conditions that would be experienced by the inhabitants of the development.

3.1 State the name and location of the reasonably available site options being compared to the application site.

The two sites being compared in the Sequential Test are the two Route Corridors 1 and 2 with variations as shown in **Inset A3**. **Inset A3** shows Route Corridor 1 and Route Corridor 2 overlaid on the Environment Agency Flood Zone mapping. **Inset A4** shows the Preferred Route overlaid on the Route Corridors and Flood Zone mapping. The two route corridors are described in some detail to indicate some of the constraints affecting route selection.

Route Corridor 1

Route corridor 1 is an 'opportunity corridor' which would involve the adoption of the route of the existing WPD 132kV overhead line which travels in a broadly south-north direction between the existing distribution network operator (DNO) substations at Bridgwater via Portishead to Seabank. The default position would be to establish a closely aligned corridor to the east or west of the existing line.

The closest technically achievable distance for paralleling is 50-70m from the existing 132kV overhead line. This close alignment may be difficult to achieve along the full length of the route due to the proximity of environmental constraints, requiring the 400kV line to be offset from a close parallel route in some places.

It is not feasible to avoid the Mendips Hills AONB in a reasonable connection route between Bridgwater and Seabank. To the west a corridor is constrained by the existing 132kV overhead line, the topography of the AONB, areas of ancient woodland (on Loxton Hill and Hay Wood) and built development at Weston-super-Mare. To the east a corridor is constrained by the topography of the Mendip Hills which extends for approximately 22km.

Two potential sub-options have been identified within this corridor:

- Option 1A would decommission the existing 132kV overhead line and adopt the corridor for a new 400kV overhead line approximately 57km long;

- Option 1B considers the construction of a new 400kV overhead line approximately 57km long parallel to the existing 132kV line. The 132kV overhead line would not be removed.

Route Corridor 2

This is an entirely new route, also approximately 57km in length, which runs from the existing Hinkley to Bridgwater overhead line, north east of Bridgwater and heads in a north-easterly direction, passing to the north of Woolavington and between the settlements of Mark and Blackford before turning to the north. The corridor then runs to the west of the settlements of Chapel Allerton, Stone Allerton and Badgworth.

To the north of Biddisham Route Corridor 2 gradually narrows and enters the Mendip Hills AONB at the same point as Route Corridor 1. As described for Route Corridor 1, it is not feasible to avoid the Mendips Hills AONB. Within the AONB the corridor splits. The Western Spur of the corridor travels northwest (parallel to the M5) for approximately 4km passing within 80m of Banwell Caves SSSI (part of the North Somerset and Mendip Bats SAC) and to the west of the settlement at Banwell. The spur continues north, parallel to the M5 before re-joining Route Corridor 2 Eastern Spur to the north of Yatton.

The eastern spur of the corridor travels north east, based on the route of the existing 132kV overhead line, for approximately 6km along the valley of the Lox Yeo River towards development at Sandford. Both spurs of this corridor would result in an additional overhead line within this designated landscape.

North of Sandford the eastern spur of Corridor 2 splits with options east and west to negotiate Puxton Moor SSSI. The eastern spur (east option) of the corridor is constrained by the settlements of Congresbury and Yatton and by scattered dwellings including Stepstones Farm. The eastern spur (west option) of the corridor is constrained by clusters of dwellings at Rolestone, May's Green and Hewish, a minor Romano British Villa SM and by Puxton Moor SSSI.

To the north west of Yatton the corridor spurs reconnect traveling northeast over the settlement at North End. From Yatton, Route Corridor 2 heads in a north-easterly direction, passing around the southern and eastern edges of Nailsea before turning north towards Portishead. East of Portishead, Route Corridor 1 and Route Corridor 2 are common.

The report concluded that the Preferred Route is Corridor 1 (Option 1A) for an overhead line connection between Bridgwater and Seabank with the following exceptions:

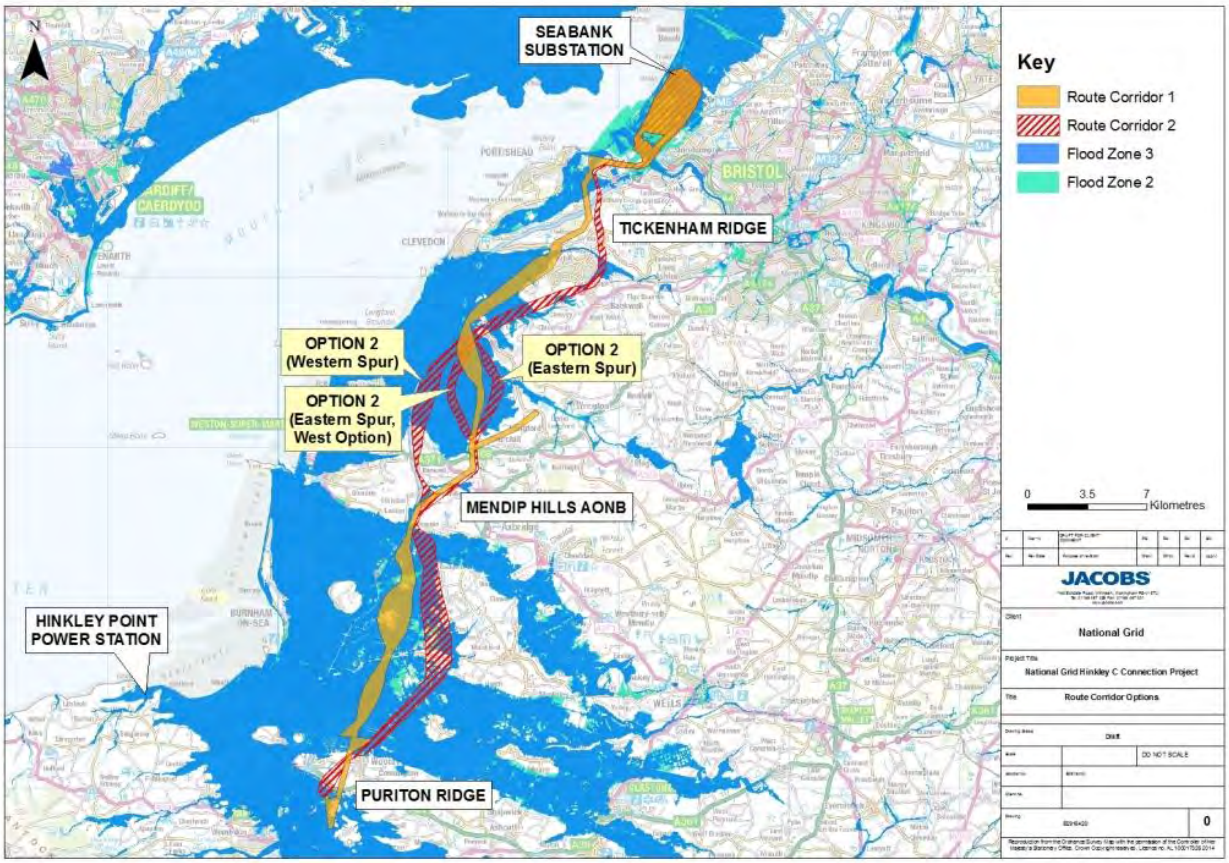
- Horsey to Woolavington (Route Corridor 2); and
- Tickenham Ridge to Portishead (Route Corridor 2).

The preferred route would involve the decommissioning of the existing 132kV overhead line and adoption of the corridor for a new 400kV overhead line approximately 57 km long.

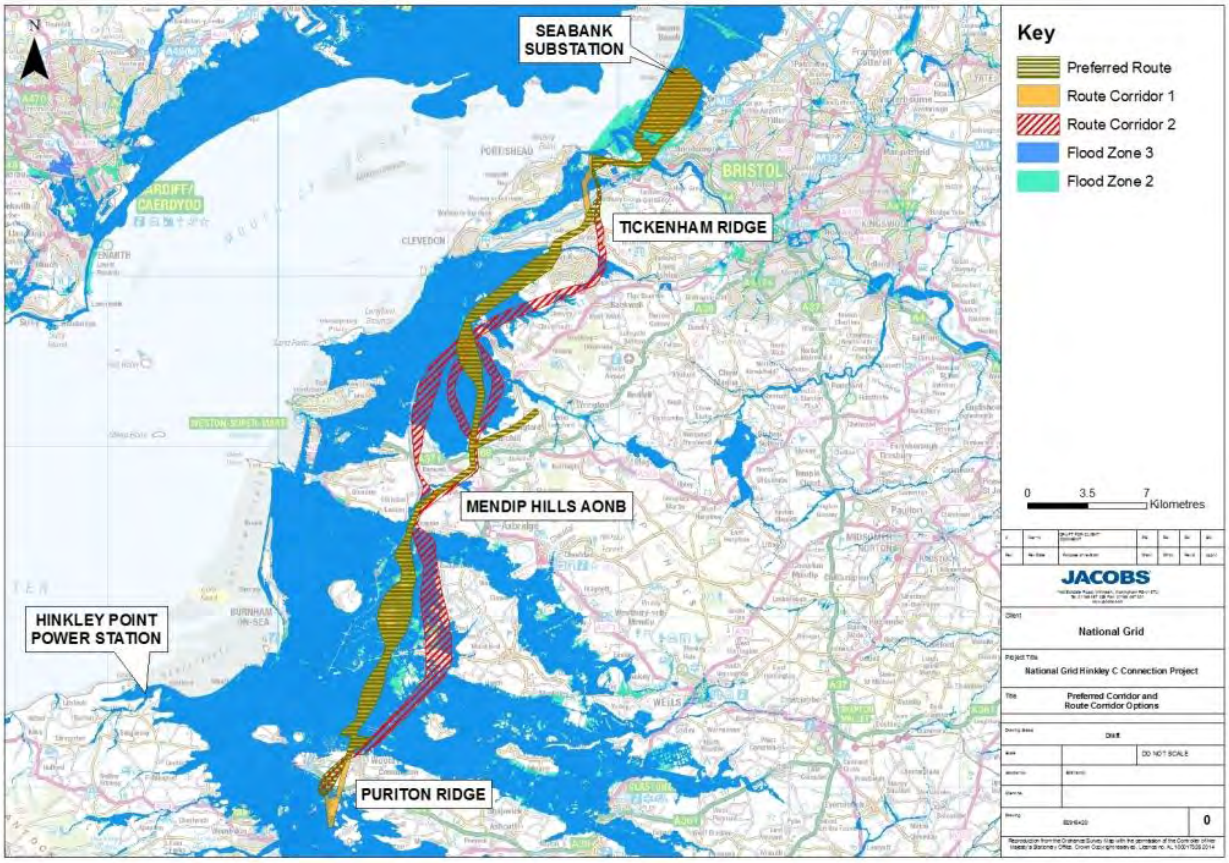
Preferred Option

The preferred option comprises largely Route Corridor 1 with a short section of Route Corridor 2 at the start of the corridor. The option includes Option 1A which removes the existing F Route 132 kV OHL. The preferred Option now includes an underground section for 8km under the Mendip Hills.

Inset A3 - Alternative Routes Corridors



Inset A4 - Preferred Routes Overlaid on Route Corridors



3.2 Indicate whether flood risk on the reasonable available options is higher or lower than the application site. State the Flood Zone or SFRA classification for each site.

An assessment has been made of the area of each route within each of the three flood zones (Flood Zone maps as supplied by the Environment Agency). Initially, the relative corridor areas were considered for comparison but since each of the corridors are lying within the flood plain it is the cable route lengths which directly influence the number of pylons in the completed development so these are compared. The completed pylon bases are set at a maximum spacing of 360m and these are below the ground surface so will have negligible flood risk impact. During construction the number of pylons may impact on the length of haul roads and materials with the associated spoil heaps in the flood plain so is a better comparator.

The route length calculations are based on the construction area corridor defined for each route as shown in **Inset A3** and **Inset A4**. Table A3 demonstrates that the all of the routes are of a similar length but that the preferred route is shorter than all except for Route Corridor 2 (West) which has greater environmental constraints. Thus it can be shown that consideration was given to selecting the shortest practicable route with the least flood risk for the development. It is also the route with the smallest corridor working area within Flood Zone 3 during the construction phase (see **Inset A1**).

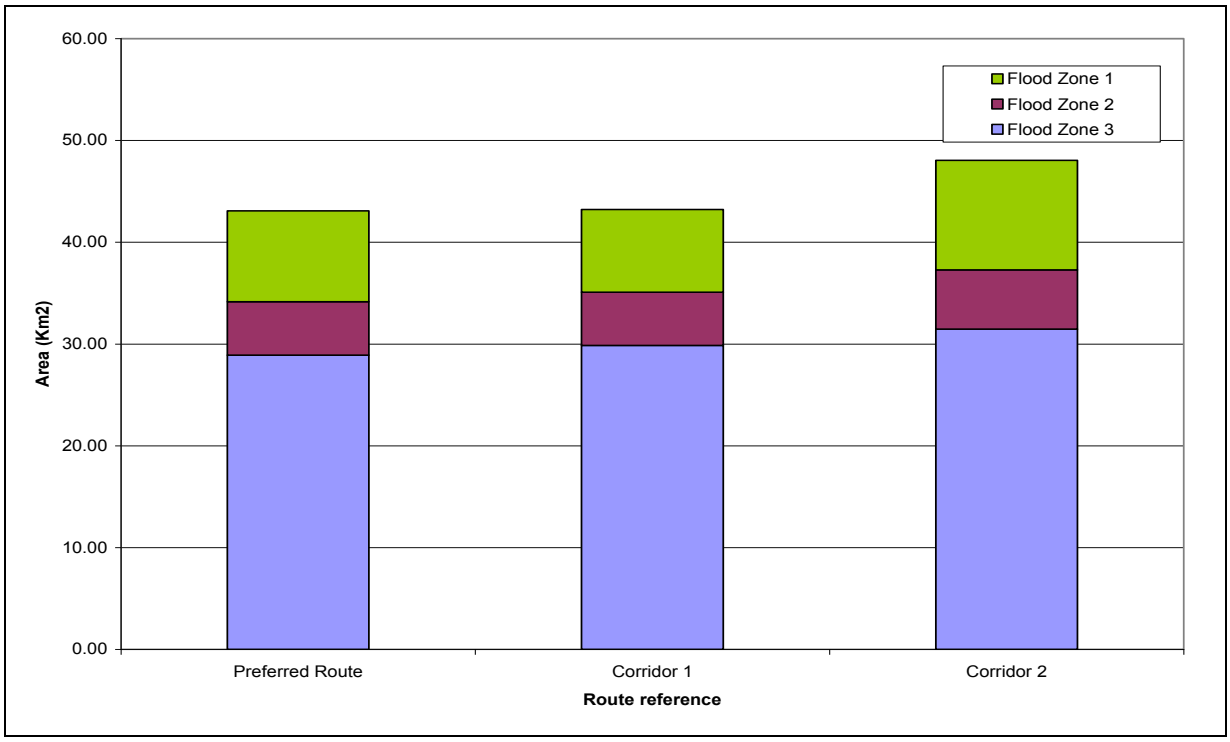
Table A3 – Route Corridor Areas within Respective Flood Zones

	Area within Flood Zone (km^2)

	Preferred Route	Corridor 1	Corridor 2 Western spur	Corridor 2 Eastern spur (West)	Corridor 2 Eastern spur
Route Cable length in km (approx.)	58.5	63.4	57.1	57.9	58.2

Note. Each of Route Corridor lengths shown above include approximately 8km of underground cabling.

Inset A5 - Comparison of Routes using Construction Area Corridor



3.3 State whether the reasonably available options being considered are allocated within the Local Plan. Confirm the status of the Plan.

The project extends across the boundaries of five Local Authorities:

1. Bristol City Council
2. North Somerset Council
3. Sedgemoor District Council
4. South Gloucestershire Council
5. West Somerset Council

Due to its nature, the proposed route of the Hinkley Point C connection is not allocated within all of the Local Plans. However, the West Somerset Local Plan to 2032: Revised Draft Preferred Strategy (June 2013) sets out the following policies:

- Policy EN1 - Mitigation of Impact of Hinkley Point New Nuclear Proposals. This policy states that the development of a new nuclear power station at Hinkley Point must demonstrate that adequate measures are taken to mitigate the adverse cultural, economic, environmental and social impact of the related development (both temporary and permanent and preparatory and ancillary) on the communities affected, both in the short and the longer term.

- Policy CC2 - Flood Risk Management - states that development proposals should be located and designed so as to mitigate against, and to avoid increased flood risk to new and existing development, whilst helping to provide for the

development needs of the community. Flood risk to new and existing development should be addressed through site specific FRAs, and include sustainable drainage systems design features. The Level 1 and Level 2 SFRAs provide a starting point for site specific FRAs.

Also the construction of major infrastructure is covered within the Core Strategy documents of Sedgemoor District Council and South Gloucestershire Council.

Sedgemoor District Council: Core Strategy (2011) has two policies relating to major infrastructure projects: MIP1 Major Infrastructure Proposals and MIP2 Hinkley Point C: associated Development and Compensation. Both policies relate to how the Council will respond to proposals for works associated with major infrastructure.

South Gloucestershire Core Strategy (December 2013) Policy CS36-Proposals for Major Infrastructure Projects describes how the Council will take into consideration the nature, scale, extent and potential impact of any development proposals coming forward, seek to ensure that development makes a positive contribution to the implementation of its vision, strategic objectives and strategy for development.

3.4 State the approximate capacity of each reasonably available site being considered. This should be based on:

- the density policy within the Local Plan, and past performance in this respect.

Not Applicable – density primarily refers to housing.

3.5 Detail any constraints to the delivery of identified reasonably available options; for example, availability within a given time period or lack of appropriate infrastructure. This part of the test should include recommendations on how these constraints could be overcome and when.

The selection of the Route Corridor options and thus the Preferred Route are severely constrained by many environmental, technical and economic factors of which flood risk is just one. The response to Question 3.1 describing the Route Corridor options includes some of these constraints. In particular there are two significant constraints as detailed below.

Route Corridor 1

Constraint

It is not feasible to avoid the Mendips Hills AONB in a reasonable connection route between Bridgwater and Seabank. To the west a corridor is constrained by the existing 132kV overhead line, the topography of the AONB, areas of ancient woodland (on Loxton Hill and Hay Wood) and built development at Weston-super-Mare. To the east a corridor is constrained by the topography of the Mendip Hills which extends for approximately 22km.

Two potential sub-options have been identified within this corridor;

- Option 1A would decommission the existing 132kV overhead line and adopt the corridor for a new 400kV overhead line approximately 57km long.
- Option 1B considers the construction of a new 400kV overhead line approximately 57km long parallel to the existing 132kV line. The 132kV overhead line would not be removed.

The difference between Option 1A and Option 1B is whether the F Route was retained or not. Option 1A assumed the existing F Route 132 kV OHL would be removed (as is the case now). Option 1B would retain the existing F Route 132 kV OHL and place the new 400kV OHL alongside it – this would have meant two OHL lines up the Lox Yeo valley into the Mendips AONB. The same corridor suffices for both. Incidentally, the Route Corridor 2 routes were a way of reducing this impact by re-routing the 400kV away from the valley.

Mitigation

The double overhead line configuration in the AONB would be contrary to policies in the Area of Outstanding Natural Beauty (AONB) Management Plan and the relevant Development Plans, which seek to "resist development in AONBs which may have an adverse impact on the landscape character and where other alternatives may exist". The cumulative visual impact of both of these overhead routes on the historic landscape is considered by English Heritage as likely to be very damaging.

This issue could only be properly mitigated by the extensive use of undergrounding which could not be justified in terms of National Grid's statutory duties. Therefore the option selected for Route Corridor 1 is Option 1A. This predominantly follows the route of an existing overhead line and removes the existing F Route 132 kV OHL thus reducing the footprint and visual impact of the original pylons.

Route Corridor 1 and 2

Constraint

To the north of Biddisham Corridor 2 gradually narrows and enters the AONB at the same point as Route Corridor 1. It is not feasible to avoid the Mendips Hills AONB. To the west a corridor is constrained by the existing 132kV overhead line, the topography of the AONB, areas of ancient woodland (on Loxton Hill and Hay Wood) and built development at Weston-super- Mare. To the east a corridor is constrained by the topography of the Mendip Hills which extends for approximately 22km.

Mitigation

Both Route Corridor options 1 and 2 were intended to be exclusively overhead lines throughout as to properly address the policies in the Area of Outstanding Natural Beauty (AONB) Management Plan and the relevant Development Plans would require extensive use of undergrounding which could not be justified in terms of National Grid's statutory duties. However, this can be mitigated by laying approximately 8km of cable underground through the Mendip Hills AONB.

Sequential Test Conclusion

Are there any reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed?

The choice of routes is severely restricted by the start and end points being fixed at Hinkley and Seabank. Of the two feasible main Route Corridors with sub-option variations considered, the preferred route is the most practicable combining the best of the possible routes between these fixed points taking into account the technical, environmental constraints, public consultation responses and of course flood risk.

No reasonably available route was technically or economically feasible entirely within Flood Zone 1 except through the only three areas of high ground at Puriton Ridge, Mendip Hills and Tickenham Ridge. The preferred route proposed follows the most acceptable route to all stakeholders at the lowest achievable flood risk at both the construction phase and operational phase.

3. The Exception Test

Exception Test - Where necessary, the Exception Test should now be applied in the circumstances set out by tables 1 and 3 of the technical guidance to the NPPF.

Applying the sequential approach at site level In addition to the formal Sequential Test, the NPPF sets out the requirement for developers to apply the sequential approach (see paragraph 103, first bullet point) to locating development within the site.

As part of their discussions with planning applicants, LPAs should ask the following questions:

- Can risk be avoided through substituting less vulnerable uses or by amending the site lay-out?
- Has the applicant demonstrated that less vulnerable uses for the site have been considered?
- Can density be varied to reduce the number or vulnerability of units located in higher risk parts of the site?

It is emphasised that in the grey box above, the “Technical Guidance to the NPPF” is now superseded by the Planning Practice Guidance (PPG) on Flood Risk and Coastal Change. The NPPF still applies, although for DCO applications, it is the NPS for Energy that is the defining policy for the Exception Test. The NPS itself refers to planning policy that is now superseded (Planning Policy Statement 25, Development and Flood Risk). The current “successor” document to PPS25 is the Planning Practice Guidance on Flood Risk and Coastal Change.

The National Planning Policy Framework, paragraph 102 (referenced from the PPG on Flood Risk and Coastal Change) describes the requirements of the Exception Test as follows:

"If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate.

For the Exception Test to be passed:

- *it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and*

- *a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall".*

Both elements of the test will have to be passed for development to be allocated or permitted".

Paragraph 103[5] of the NPPF states:

"When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- *within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and*

- *development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems".*

Table 3 of the PPG on Flood Risk and Coastal Change (reproduced as Table A1 in this Sequential Test Report) require this development to pass the Exception Test. The Sequential Test demonstrates that a sequential approach has been used to select the route in accordance with National Planning Policy Framework and demonstrates that of the available routes, the route with the lowest practicable flood risk has been selected. Consistent with paragraph 103 of the NPPF, this development is classed as Essential Infrastructure and not vulnerable development. There are also overriding reasons for not selecting very long cable routes that would be required to develop within Flood Zone 1 that are both economic and environmental.

[5] http://planningguidance.planningportal.gov.uk/

Even though the development will be extensively within Flood Zones 2 and 3 it will be appropriately flood resilient, and will, for normal operation, not require access.

The Hinkley Point C Connection Project is needed to carry the power from all the new power generation planned for the South West arising from the Government's investment in low carbon energy generation. The Hinkley Point C Connection Project is a component part, ensuring that the country has a reliable and safe electricity supply. Thus, it provides wider sustainability benefits.

A series of five flood risk assessments covering different aspects of the route have been completed. These demonstrate that when operational, the Connection Route will not increase flood risk elsewhere.

The five flood risk assessments are:

- Bridgwater Tee CSE Compounds at **Volume 5.23.1**;
- South of the Mendip Hills CSE Compound at **Volume 5.23.2**;
- Sandford Substation at **Volume 5.23.3**;
- Seabank Substation at **Volume 5.23.4**; and
- Overhead Lines and Underground Cables at **Volume 5.23.5**.

Each flood risk assessment details the flood risks posed to and caused by the Proposed Development and how these will be mitigated. Inundation from fluvial and tidal sources has been identified as producing the greater flood depths. Other sources of flood risk including groundwater and surface water were found to pose a low risk to the infrastructure.

Each flood risk assessment also demonstrates that the infrastructure is appropriately flood resilient and resistant, includes safe access and escape routes where required, and how residual risks can be safely managed over the lifetime of the development.

4. Conclusion

The Sequential Test and the Exception Test have been carried out in accordance with the National Policy Statements on Energy, specifically NPS EN-1 (Overarching Energy). These are in accordance with the National Planning Policy Framework and supporting Planning Practice Guidance on Flood Risk and Coastal Change.

Both the Sequential Test and the Exception Test are considered to have been passed for the proposed route.

Appendix B – EN-1 and EN-5 Compliance Tables

EN-1 - Overarching Energy

EN-1 Section	Para no.	Requirement as stated in the NPS	Compliance and Comment Related to the FRAs
Criteria for 'good design' for energy infrastructure	4.5.3	The IPC needs to be satisfied that energy infrastructure developments are sustainable and, having regard to regulatory and other constraints, are as attractive, durable and adaptable (including taking account of natural hazards such as flooding) as they can be.	All flooding hazards are considered, with specific comment included on being adaptable (related to building in adaptive capacity) in the event of (1) climate change being different from what may currently be anticipated; (2) current flood risk management plans and strategies changing over the lifetime of the development; (3) the need for continued operation at various sites beyond the currently planned 40 year operational life.
Climate Change Adaptation	4.8.5	New energy infrastructure will typically be a long-term investment and will need to remain operational over many decades, in the face of a changing climate. Consequently, applicants must consider the impacts of climate change when planning the location, design, build, operation and, where appropriate, decommissioning of new energy infrastructure. The ES should set out how the proposal will take account of the projected impacts of climate change. While not required by the EIA Directive, this information will be needed by the IPC.	The FRAs take account of projected climate change with regard to rising sea levels, increases in river flows, and increased rainfall intensity. The impacts are addressed through designing for the future at present, as well as building in adaptive capacity for any futher future adaptations in line with the precautionary principle so as to NOT affect the ability to make future adaptations.
	4.8.6	The IPC should be satisfied that applicants for new energy infrastructure have taken into account the potential impacts of climate change using the latest UK Climate Projections available at the time the ES was prepared to ensure they have identified appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure.	UKCP09 projections have been used for sea level rise and rainfall intensity. For fluvial flows, climate change scenarios from various exisiting models (including SFRA level 2 assessments) have been used.
	4.8.7	Applicants should apply as a minimum, the emissions scenario that the Independent Committee on Climate Change suggests the world is currently most closely following – and the 10%, 50% and 90% estimate ranges. These results should be considered alongside relevant research which is based on the climate change projections.	The High emissions scenario at 95th percentile has been used for sea level rise. For rainfall intensity the 50th percentile has been used, plus the 95th percentile as sensitivity.
	4.8.8	The IPC should be satisfied that there are not features of the design of new energy infrastructure critical to its operation which may be seriously affected by more radical changes to the climate beyond that projected in the latest set of UK climate projections, taking account of the latest credible scientific evidence on, for example, sea level rise (for example by referring to additional maximum credible scenarios – i.e. from the Intergovernmental Panel on Climate Change or EA) and that necessary action can be taken to ensure the operation of the infrastructure over its estimated lifetime.	At the end of the operational life of 40 years (around 2060) each site would be reviewed to see whether continued operation (and associated asset replacement) is required. In the event that the sites are still required, resilience and adaptive measures would be built in accordingly. Adaptive measures in the future will be driven by a combination of actual climate change and future flood and coastal risk management strategies and policies for the area. However, taking the H++ scenario gives levels 325mm higher than the UKCP09 High emissions, 95th percentile value by 2060. Three sites (Sandford, Bridgwater Tee and South of Mendips) are either resilient to this level or could be adpated in future through planned asset replacement. The fourth site (Seabank) has estimated levels conservatively up to 2073, with an additional 400mm freeboard for uncertainties. This covers the H++ scenario at present. For the Route FRA, the works are resilient to flooding even under the H++ scenario. Due consideration has therefore been given to the H++ scenario, and it is demonstrated that the Proposed Development is resilient to this scenario.
	4.8.9	Where energy infrastructure has safety critical elements (for example parts of new fossil fuel power stations or some electricity sub-stations), the applicant should apply the high emissions scenario (high impact, low likelihood) to those elements.	High emissions scenario has been applied. For sensitivity, H++ scenario has also been tested.

EN-1 - Overarching Energy

EN-1 Section	Para no.	Requirement as stated in the NPS	Compliance and Comment Related to the FRAs
	4.8.10	If any adaptation measures give rise to consequential impacts (for example on flooding, water resources or coastal change) the IPC should consider the impact of the latter in relation to the application as a whole and the impacts guidance set out in Part 5 of this NPS.	For all of the FRAs, none of the adaptation measures proposed give rise to consequential impacts elsewhere.
	4.8.11	Any adaptation measures should be based on the latest set of UK Climate Projections, the Government's latest UK Climate Change Risk Assessment, when available and in consultation with the EA.	The latest set of UK Climate projections have been used, as agreed in discussion with the EA. Adaptation measures and the adaptive management approach proposed are consistent with approaches outlined in the UK CCRA.
	4.8.12	Adaptation measures can be required to be implemented at the time of construction where necessary and appropriate to do so. However, where they are necessary to deal with the impact of climate change, and that measure would have an adverse effect on other aspects of the project and/or surrounding environment (for example coastal processes), the IPC may consider requiring the applicant to ensure that the adaptation measure could be implemented should the need arise, rather than at the outset of the development (for example increasing height of existing, or requiring new, sea walls).	All adaptation measures proposed are to be implemented at the time of construction to take account of climate change over the proposed lifetime of the development (40 years). In the event that the sites continue to be used beyond 40 years, further adaptive measures could be implemented. There are no adverse impacts of these measures on other apects of the project.
Flood Risk	5.7.4	Applications for energy projects of 1 hectare or greater in Flood Zone 1 in England or Zone A in Wales113 and all proposals for energy projects located in Flood Zones 2 and 3 in England or Zones B and C in Wales should be accompanied by a flood risk assessment (FRA).	FRAs have been completed for the following: (1) Bridgwater Tee CSE compound; (2) South of Mendip Hills CSE Compounds; (3) Sandford Substation; (4) Seabank Substation; (5) Hinkley C Connection Route FRA.
	5.7.5	The minimum requirements for FRAs are that they should:	See below:
	5.7.5	be proportionate to the risk and appropriate to the scale, nature and location of the project.	Each FRA is proportional to the risk with all sources of flooding addressed. The Route FRA has a specific detailed focus on flood risk during construction as this is different from flood risk during operation due to the presence of haul raods and other temporary works.
	5.7.5	consider the risk of flooding arising from the project in addition to the risk of flooding to the project	Each FRA consideres the risk to the development and the risk elsewhere resulting from the development.
	5.7.5	take the impacts of climate change into account, clearly stating the development lifetime over which the assessment has been made	Climate change impacts have been considered for sea level rise, increase in fluvial flows, and increase in rainfall intensity. The baseline assessment is for 40 years (the proposed operational life of the works) but with consideration to operation at the sites for an additional 20 years.
	5.7.5	be undertaken by competent people, as early as possible in the process of preparing the proposal	The FRAs have been undertaken by a competent framework supplier, with flood risk issues integrated into the process.
	5.7.5	consider both the potential adverse and beneficial effects of flood risk management infrastructure, including raised defences, flow channels, flood storage areas and other artificial features, together with the consequences of their failure	These factors are considered within the context of each FRA.
	5.7.5	consider the vulnerability of those using the site, including arrangements for safe access	Users have been considered, and safe access to and agress from the sites is considered as part of each FRA.
	5.7.5	consider and quantify the different types of flooding (whether from natural and human sources and including joint and cumulative effects) and identify flood risk reduction measures, so that assessments are fit for the purpose of the decisions being made	All sources of flooding have been considered - fluvial, tidal, pluvial (surface water), groundwater, sewers and water mains, reservoirs, canals and other artificial sources. Flood risk reduction (management) measures are considered for all FRAs to address all flood risks.
	5.7.5	consider the effects of a range of flooding events including extreme events on people, property, the natural and historic environment and river and coastal processes	Events considered range in severity from the 1 in 10 (10%) to 1 in 1000 (0.1%) annual probability event.

EN-1 - Overarching Energy

EN-1 Section	Para no.	Requirement as stated in the NPS	Compliance and Comment Related to the FRAs
	5.7.5	include the assessment of the remaining (known as 'residual') risk after risk reduction measures have been taken into account and demonstrate that this is acceptable for the particular project	Residual risk is addressed within the context of the flood risk management measures proposed.
	5.7.5	consider how the ability of water to soak into the ground may change with development, along with how the proposed layout of the project may affect drainage systems	Infiltration has been considered, and linked to design with permeable surfaces, and use of SuDS as part of the overall design. SuDS to be developed where applicable to maintain "greenfield" runoff rates as required.
	5.7.5	consider if there is a need to be safe and remain operational during a worst case flood event over the development's lifetime	All sites can remain operational during a major flood event. There is not a need for people to be located at the sites, and therefore, no need for access during a flood. This is demonstrated within each FRA for the specific conditions / requirements for each site.
	5.7.5	be supported by appropriate data and information, including historical information on previous events	A wide range of data sources is referred to, and data from the EA and Local Authority flood model outputs are used as part of the basis for design, in line with best practice. Flood history is researched for all sites and referenced where relevant. Specific reference is made to the January / February 2014 flood event on the Somerset Levels for those FRAs where this is relevant.
	5.7.6	Further guidance can be found in the Practice Guide which accompanies Planning Policy Statement 25 (PPS25), TAN15 for Wales or successor documents.	PPS 25 is no longer applicable. The current guidance for flood risk assessments is given in the Planning Practice Guidance (PPG) published on 6th March 2014 on Flood Risk and Coastal Change. Elements of the National Planning Policy Framework (NPPF) are also relevant, but the Technical Guidance which originally accompanied the NPPF is no longer valid. The suite of FRAs for the Proposed Development follow the guidance in the NPPF and PPG, as required within the NPS.
	5.7.7	Applicants for projects which may be affected by, or may add to, flood risk should arrange pre-application discussions with the EA, and, where relevant, other bodies such as Internal Drainage Boards, sewerage undertakers, navigation authorities, highways authorities and reservoir owners and operators. Such discussions should identify the likelihood and possible extent and nature of the flood risk, help scope the FRA, and identify the information that will be required by the IPC to reach a decision on the application when it is submitted.	Pre-application flood risk discussions have been held, and correspondence exchanged with EA, IDBs, and Local Authorities with specific regard to flood risk. Information from stakeholders has been used, and specific queries raised by stakeholders as part of the pre-application process have been addressed.
	5.7.8	If the EA has concerns about the proposal on flood risk grounds, the applicant should discuss these concerns with the EA and take all reasonable steps to agree ways in which the proposal might be amended, or additional information provided, which would satisfy the Environment Agency's concerns.	Various discussions and meetings have been held with the EA, plus an exchange of correspondence to identify specific concerns that the EA has, followed up with further discussions. The issues identified from these communications have been addressed.
	5.7.9	The IPC should be satisfied that where relevant:	See below:
	5.7.9	the application is supported by an appropriate FRA;	A series of five FRAs have been prepared in support of the DCO application.
	5.7.9	the Sequential Test has been applied as part of site selection	The Sequential Test has been applied to the route as a whole, and then to each site specific FRA within the context of the preferred route. The Sequential test Report is included as an Appendix to the Hinkley C Connection Route FRA.
	5.7.9	a sequential approach has been applied at the site level to minimise risk by directing the most vulnerable uses to areas of lowest flood risk	The sequential approach has been applied at a site level for each of the four site specific FRAs.
	5.7.9	the proposal is in line with any relevant national and local flood risk management strategy	All FRAs take account of national and local flood risk management strategies and plans. However, the continued operation of these plans and strategies has NOT been assumed, as it is recognised that these policies and plans could change over the lifetime of the Proposed Development.

EN-1 - Overarching Energy

EN-1 Section	Para no.	Requirement as stated in the NPS	Compliance and Comment Related to the FRAs
	5.7.9	priority has been given to the use of sustainable drainage systems (SuDs)	SuDS are proposed for those locations where the post-development runoff rate would otherwsie be increased above the greenfield runoff rate due to the Proposed Development.
	5.7.9	in flood risk areas the project is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed over the lifetime of the development.	Flood resilience and resistance measures are proposed as necessary at each site, including safe access and egress to and from the sites for maintenance, and escape from the sites in case of emergency. For the Route FRA this includes consideration of evacuation during the construction phase.
	5.7.10	For construction work which has drainage implications, approval for the project's drainage system will form part of the development consent issued by the IPC. The IPC will therefore need to be satisfied that the proposed drainage system complies with any National Standards published by Ministers under Paragraph 5(1) of Schedule 3 to the Flood and Water Management Act 2010. In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any SuDS, including any necessary access rights to property. The IPC should be satisfied that the most appropriate body is being given the responsibility for maintaining any SuDS, taking into account the nature and security of the infrastructure on the proposed site. The responsible body could include, for example, the applicant, the landowner, the relevant local authority, or another body, such as an Internal Drainage Board.	There are no "final" National Standards yet published under this section of the Flood and Water Management Act. However, the proposed surface water drainage arrangements comply with the draft final guidance, published in January 2014. Any SuDS proposed would be maintained by National Grid. Active (intermittent) maintenance of SuDS would only be required at Sandford (attenuation pond) and at Seabank (on site drainage system).
	5.7.12	The IPC should not consent development in Flood Zone 2 in England or Zone B in Wales unless it is satisfied that the sequential test requirements have been met. It should not consent development in Flood Zone 3 or Zone C unless it is satisfied that the Sequential and Exception Test requirements have been met.	The requirements of the Sequential Test and the Exception Test are set out in each FRA. For each FRA, it is also demonstrated that the requirements of both tests (where appropriate) are met. All of the FRAs with the exception of Sandford require development in Flood Zone 3.
	5.7.13	Preference should be given to locating projects in Flood Zone 1 in England or Zone A in Wales. If there is no reasonably available site in Flood Zone 1 or Zone A, then projects can be located in Flood Zone 2 or Zone B. If there is no reasonably available site in Flood Zones 1 or 2 or Zones A & B, then nationally significant energy infrastructure projects can be located in Flood Zone 3 or Zone C subject to the Exception Test.	For all sites except Sandford, part of the works for the Proposed Development are required in Flood Zone 3. The Exception Test is required for these developments and this is set out within each FRA (except Sandford for which it is not needed).
	5.7.16	All three elements of the test will have to be passed for development to be consented. For the Exception Test to be passed:	See below:
	5.7.16	(1) it must be demonstrated that the project provides wider sustainability benefits to the community that outweigh flood risk	Confirmed for all FRAs on the basis of the need for the Proposed Developnment addressed elsewhere within the Environmental Statement.
	5.7.16	(2) the project should be on developable, previously developed land or, if it is not on previously developed land, that there are no reasonable alternative sites on developable previously developed land subject to any exceptions set out in the technology-specific NPSs	This requirement set out in the NPS refers to Planning Policy Statement 25 on Development and Flood Risk. PPS25 is now superseded, and the requirement is not identified in subsequent national planning policy, including both the NPPF (2012), and the recently published (March 6th 2014) Planning Practice Guidance. However, it is confirmed that there are no other previously developed sites that could be used, that have not been used. At Seabank, the proposal is to make use of the existing site for the substation amendments and extension i.e. making use of a previously developed site.
	5.7.16	(3) A FRA must demonstrate that the project will be safe, without increasing flood risk elsewhere subject to the exception below and, where possible, will reduce flood risk overall	All of the FRAs demonstrate that there is no quantifiable increase in flood risk elsewhere during operation. The Route FRA indicates that during construction there is a very minor increase in flood risk, although this is temporary (5 years). Mitigation measures are proposed to minimise this impact during the construction phase.

EN – 1 – Overarching Energy

EN-1 Section	Para No.	Requirement as stated in the NPS	Compliance and Comment Related to the FRAs
	5.7.18/ 5.7.19	To satisfactorily manage flood risk, arrangements are required to manage surface water and the impact of the natural water cycle on people and property. In the NPS, the term Sustainable Drainage Systems (SuDs) refers to the whole range of sustainable approached to the surface water drainage management including, where appropriate: • source control measures including rainwater recycling and drainage; • infiltration devices to allow water to soak into the ground, that include individual soakaways and communal facilities; • filter strips and swales, which are vegetated features that hold and drain water downhill mimicking natural drainage patterns; • filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed; • basin points and tanks to hold excess water after rain and allow controlled discharge that avoids flooding; and • flood routes to carry and direct excess water through developments to minimise the impact of severe rainfall flooding	Surface water management is included within all DRAs, covering both the impact on the development and the impact resulting from the development. This follows SuDS principles and meets the requirements of the draft national Standard on drainage arrangements as prepared under the Flood and Water Management Act 2010. Within different FRAs, various of the measures outlined within the NPS are included as part of the SuDS approach.
	5.7.20	Site layout and surface water drainage systems should cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts.	All sites can appropriately deal with over design flood events, without any material additional adverse impacts. There is no adverse impact to the Proposed Development (pylons, cables, CSE Compounds and Substations) as they have embedded resilience to inundation. In an over design event, when soils are fully saturated or inundated, the impermeable areas of the Proposed Development would respond in the same way as the surrounding saturated undeveloped areas. Therefore, there would be no additional adverse impact during an over design event from the Proposed Development compared to the existing situation (no development).
	5.7.21	The surface water drainage arrangements for any project should be such that volumes and peak flow rates of surface water leaving the site are no greater than the rates prior to the proposed project, unless specific off-site arrangements are made and result in the same net effect.	For all sites, greenfield runoff rates would be maintained from the pre-development condition.
	5.7.22	It may be necessary to provide surface water storage and infiltration to limit and reduce both the peak rate of discharge from the site and the total volume discharged from the site. There may be circumstances where it is appropriate for infiltration facilities or attenuation storage to be provided outside the project site, if necessary through the use of a planning obligation.	Within various FRAs, surface water storage and/or infiltration is proposed. All of these measures proposed are within the project site boundaries.
	5.7.23	The sequential approach should be applied to the layout and design of the project. More vulnerable uses should be located on parts of the site at lower probability and residual risk of flooding. Applicants should seek opportunities to use open spaces for multiple purposes such as amenity, wildlife habitat and flood storage uses. Opportunities should be taken to lower flood risk by reducing the built footprint of previously developed sites and using SuDS.	The sequential approach has been considered at a site level, although it should be noted because all of the sites within Flood Zone 3 are very flat, there is no quantifiable different in flood risk across the sites. Opportunities have been taken for flood storage and habitat enhancement at Sandford. At those sites (including parts of the Route FRA, e.g. site compounds) where flood risk could potentially be adversely affected. SuDS are proposed. At previously developed sites (only applies to Seabank) the built "impermeable" footprint is reduced to balance the new impermeable areas to be added.

EN-1 - Overarching Energy

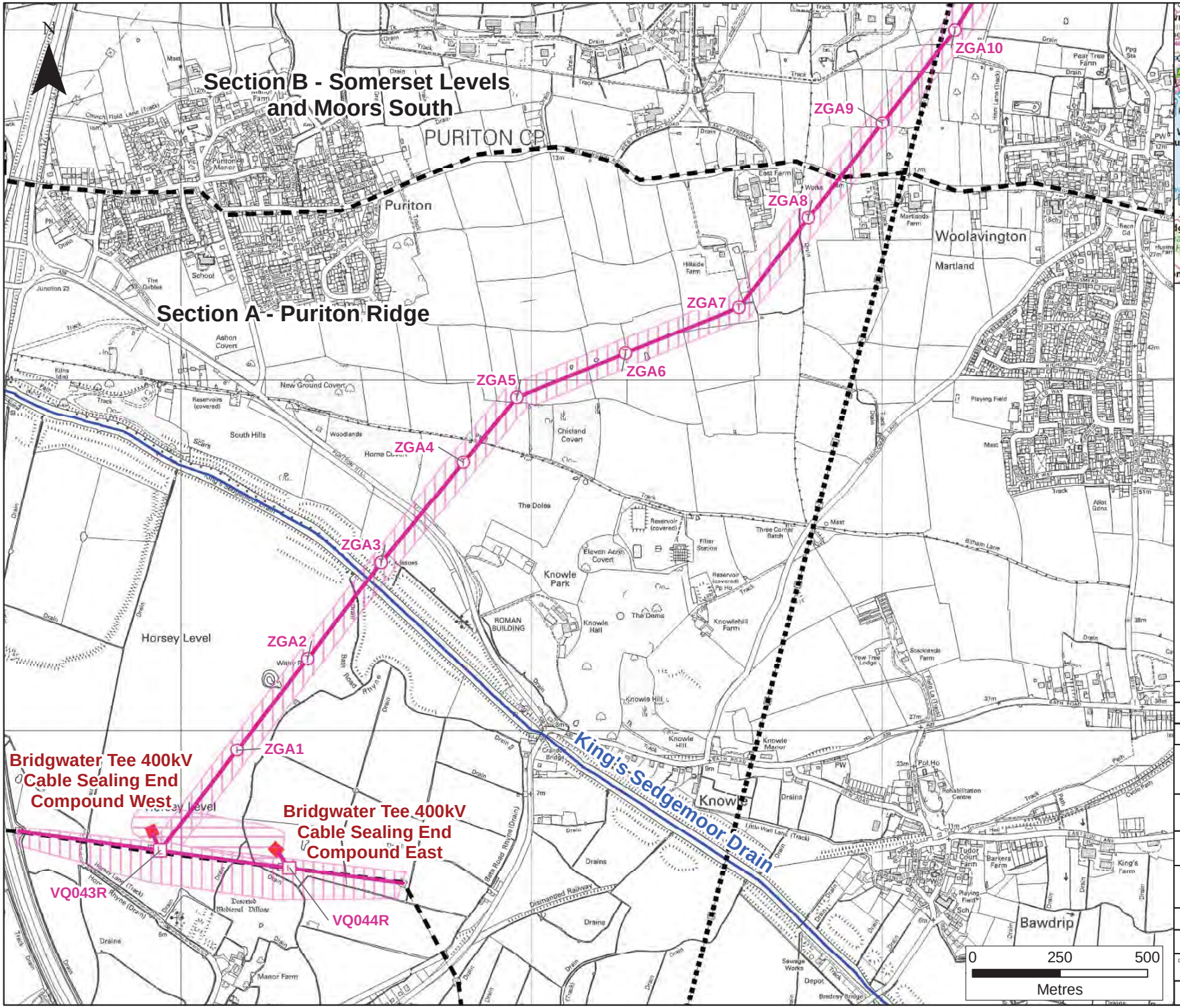
EN-1 Section	Para no.	Requirement as stated in the NPS	Compliance and Comment Related to the FRAs
	5.7.24	Essential energy infrastructure which has to be located in flood risk areas should be designed to remain operational when floods occur. In addition, any energy projects proposed in Flood Zone 3b the Functional Floodplain (where water has to flow or be stored in times of flood), or Zone C2 in Wales, should only be permitted if the development will not result in a net loss of floodplain storage, and will not impede water flows.	All of the infrastructure for which the FRAs have been developed is classified as "Essential Infrastructure". It has all been designed to remain operational during a flood. This includes allowing flooding across the CSE compound sites without affecting operation as the water sensitive equipment would all be elevated above the appropriate extreme design flood level. For those aspects of the Proposed Development located in Flood Zone 3b (primarily linked to aspects of the route FRA such as pylons and underground cables) there is no net loss of flood plain storage, nor any impedance to flood flows following completion of construction. During construction for the route FRA, there is a very small loss of storage, but this is temporary, and negligible compared to the total flood plain storage volume. Mitigation measures are proposed that signficantly limit any potential impacts.
	5.7.25	The receipt of and response to warnings of floods is an essential element in the management of the residual risk of flooding. Flood Warning and evacuation plans should be in place for those areas at an identified risk of flooding. The applicant should take advice from the emergency services when producing an evacuation plan for a manned energy project as part of the FRA. Any emergency planning documents, flood warning and evacuation procedures that are required should be identified in the FRA.	For all sites that are located within flood warning areas, the FRAs recommend that the sites would be signed up to the Environment Agency Flood Warnings Direct service. There are no (generally) manned sites for the Proposed Development. Evacuation plans are recommended within the FRAs, to be developed prior to the start of operations at the various sites. For the route FRA, where construction is required across extensive lengths of flood plain, an evacuation plan is recommended, linked to the provision of flood warnings for the areas located within the flood plain. All FRAs outline evacuation routes, flood warning requirements, and the need for evacuation plans to be developed.

NPS Requirements and Compliance

EN-5 - Electricity Networks Infrastructure

EN-5 Section	Para no.	Requirement as stated in the NPS	Compliance and Comment Related to the FRAs
Climate Change Adaptation	2.4.1	Applicants should set out to what extent the proposed development is expected to be vulnerable, and, as appropriate, how it would be resilient to: flooding, particularly for substations that are vital for the electricity transmission and distribution network; effects of wind and storms on overhead lines; higher average temperatures leading to increased transmission losses; and earth movement or subsidence caused by flooding or drought (for underground cables).	Resilience of the Proposed Development to flooding is discussed in the following FRAs: (1) Bridgwater Tee CSE Compounds; (2) South of Mendips CSE compound; (3) Sandford Substation; (4) Seabank Substation amendments and extension; (5) Hinkley C Connection Route FRA. Resilience of the Proposed Development to other potential effects of Climate Change are discussed in the Planning Statement.
	2.4.2	Section 4.8 of EN-1 advises that the resilience of the project to climate change should be assessed in the Environmental Statement (ES) accompanying an application. For example, future increased risk of flooding would be covered in any flood risk assessment (see Section 5.7 in EN-1).	The ES takes Climate Change into account in each of the topic assessments.

Appendix C – Route Plans Showing Key Features



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

Project Title: **National Grid Hinkley C Connection Project**

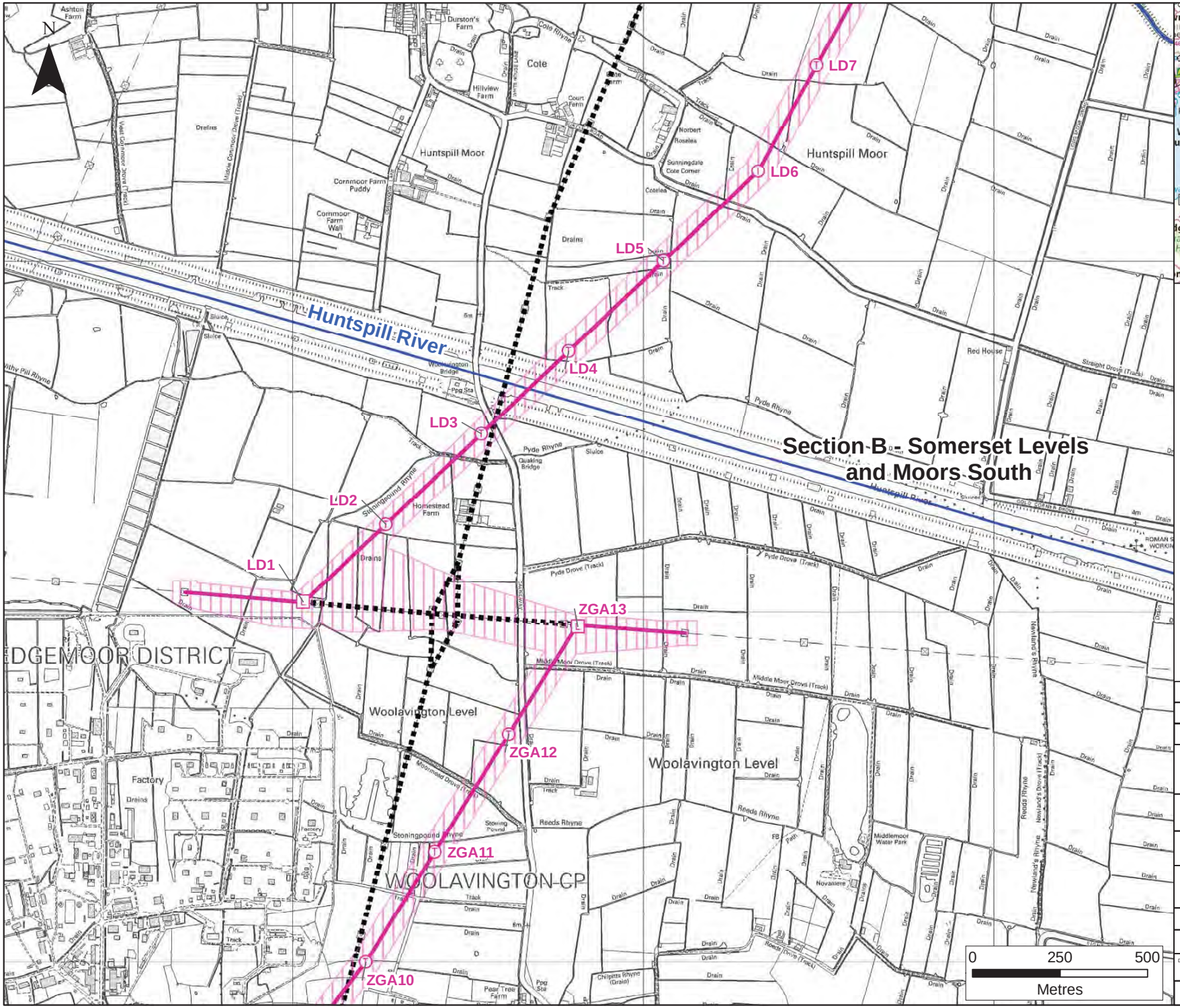
Title: **Route Plans showing Key Features**

Figure 1 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 1 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
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- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
B	OCT 2014	For Issue	PG	SM	SM	SB
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www.jacobs.com

Client: nationalgrid

Project Title: **National Grid Hinkley C Connection Project**

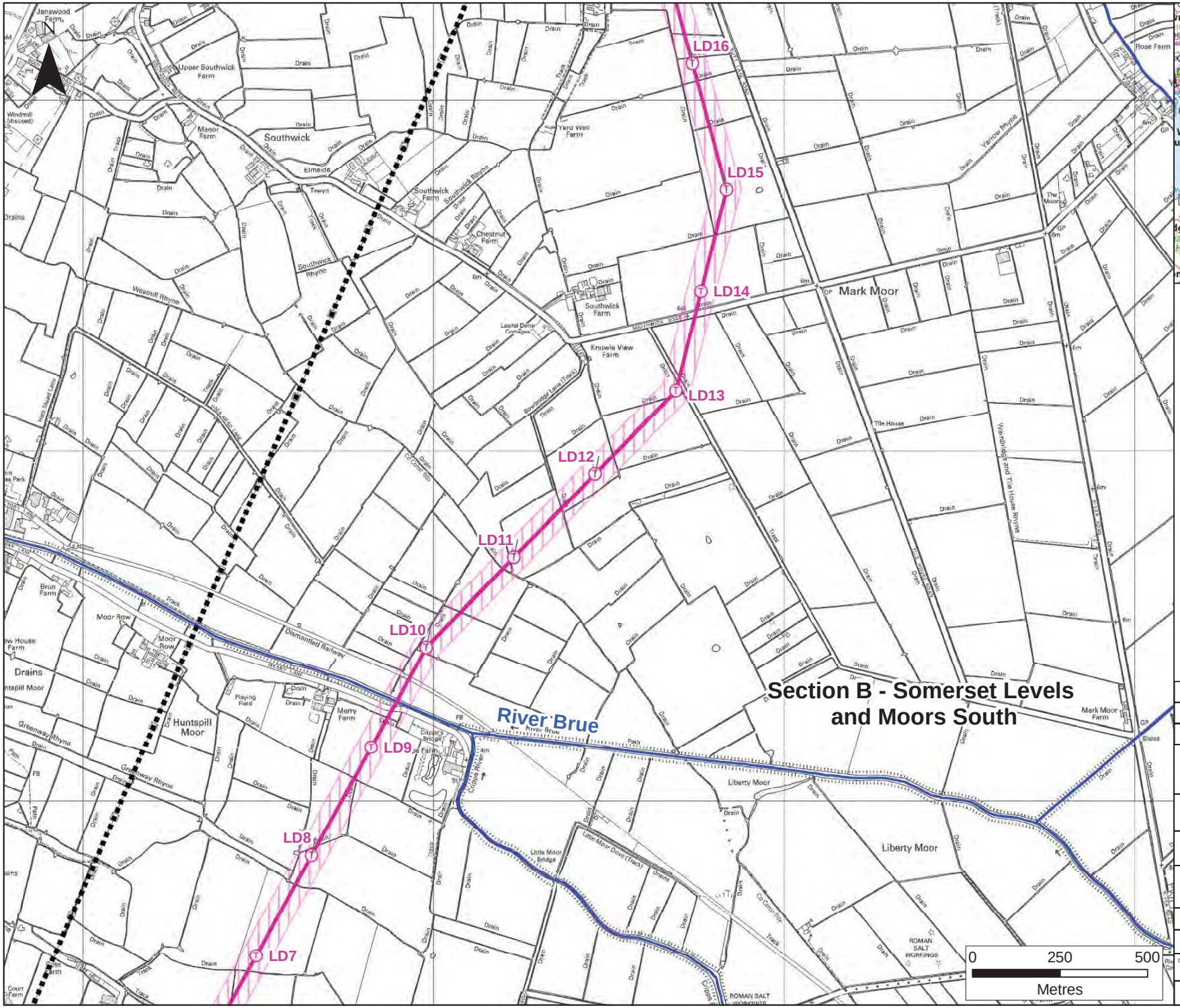
Title: **Route Plans showing Key Features**

Figure 2 of 23

Drawing Status: **Rev B For Issue**

Scale	1:10000	DO NOT SCALE

Drawing: B2916420 / Appendix C / 2 — **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'd
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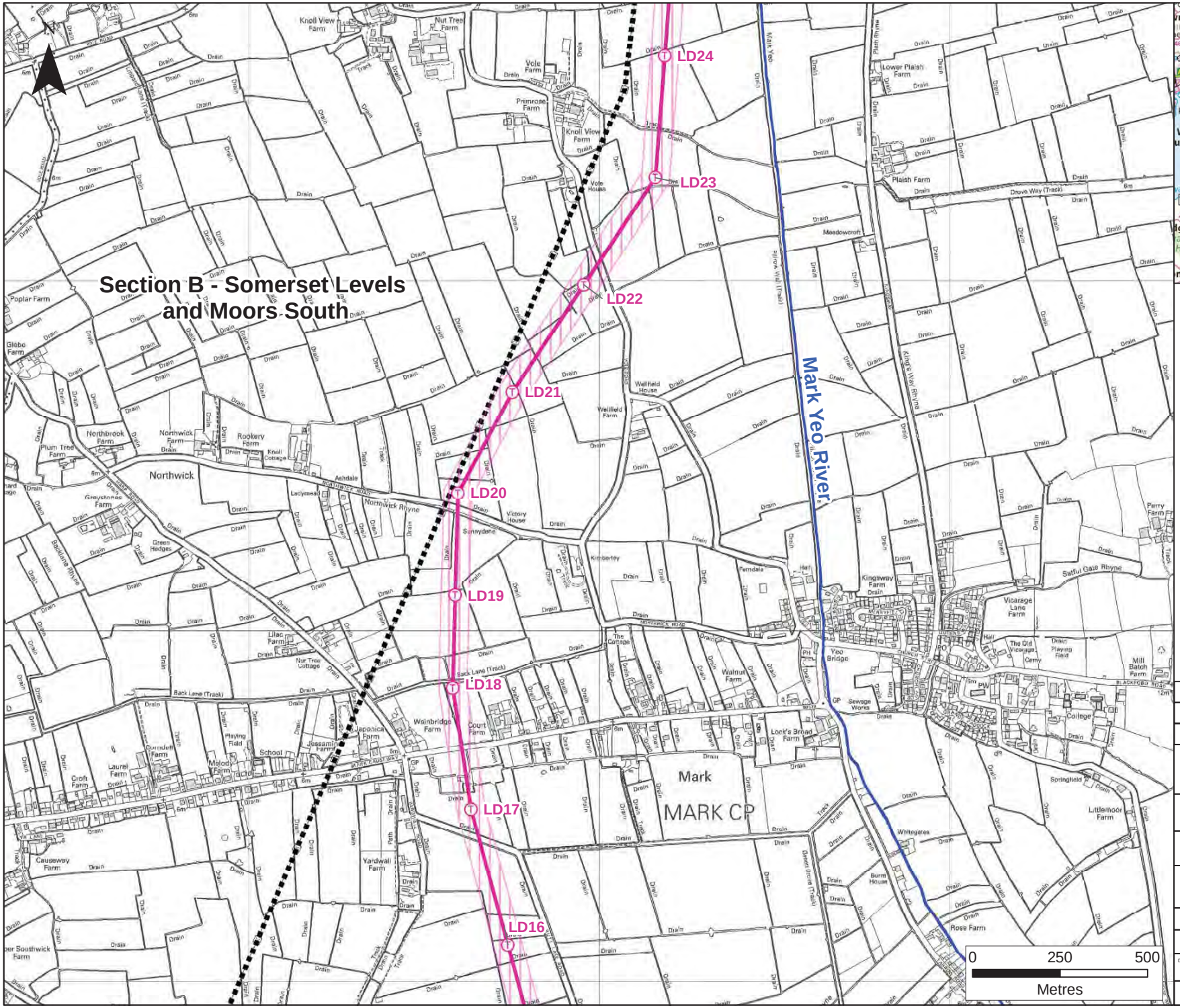
Title: **Route Plans showing Key Features**

Figure 3 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 3 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
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Project Title: **National Grid Hinkley C Connection Project**

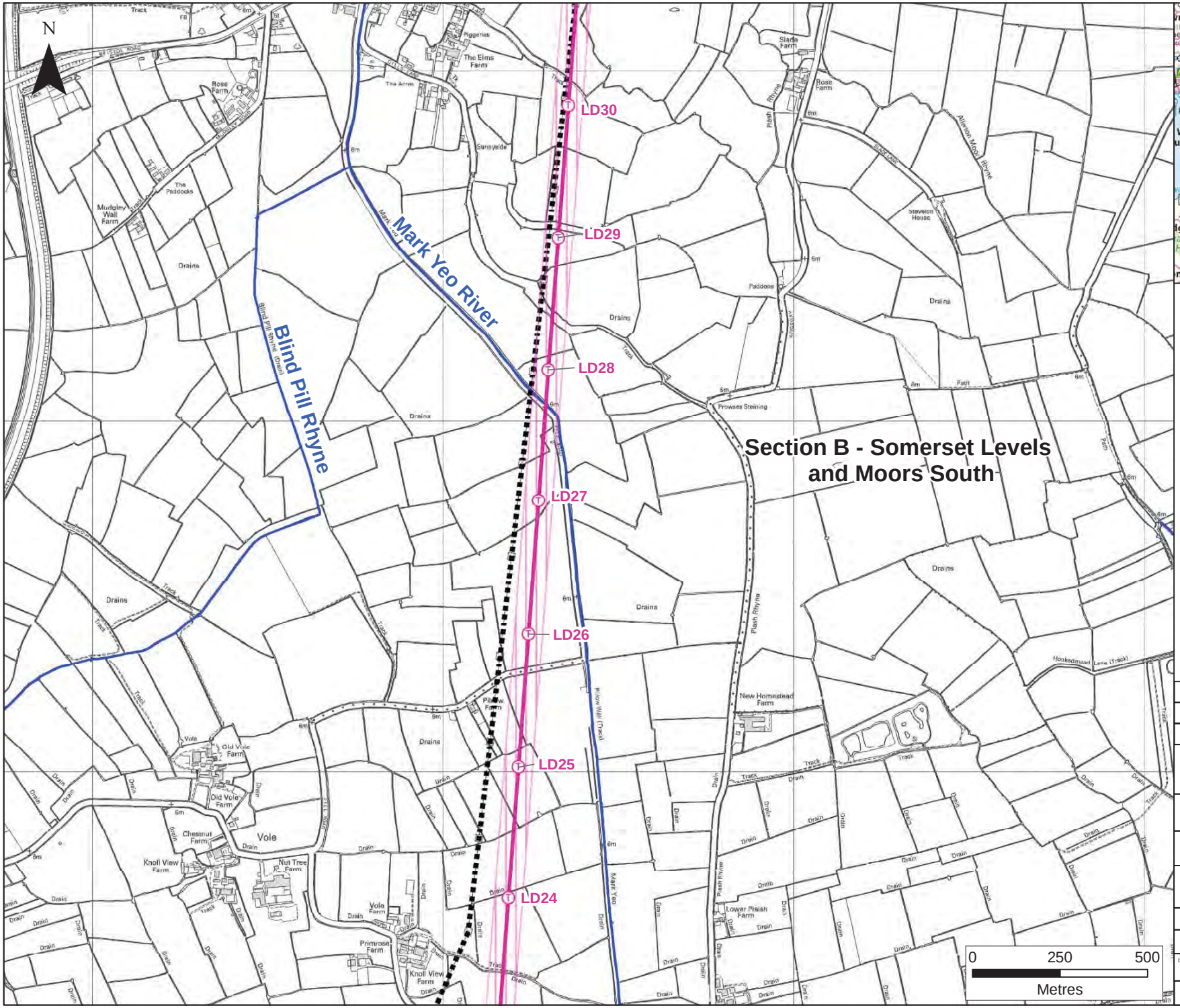
Title: **Route Plans showing Key Features**

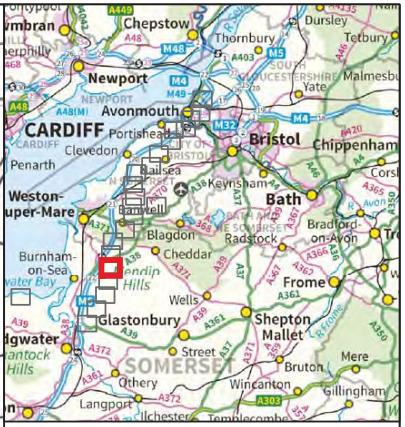
Figure 4 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 4 | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

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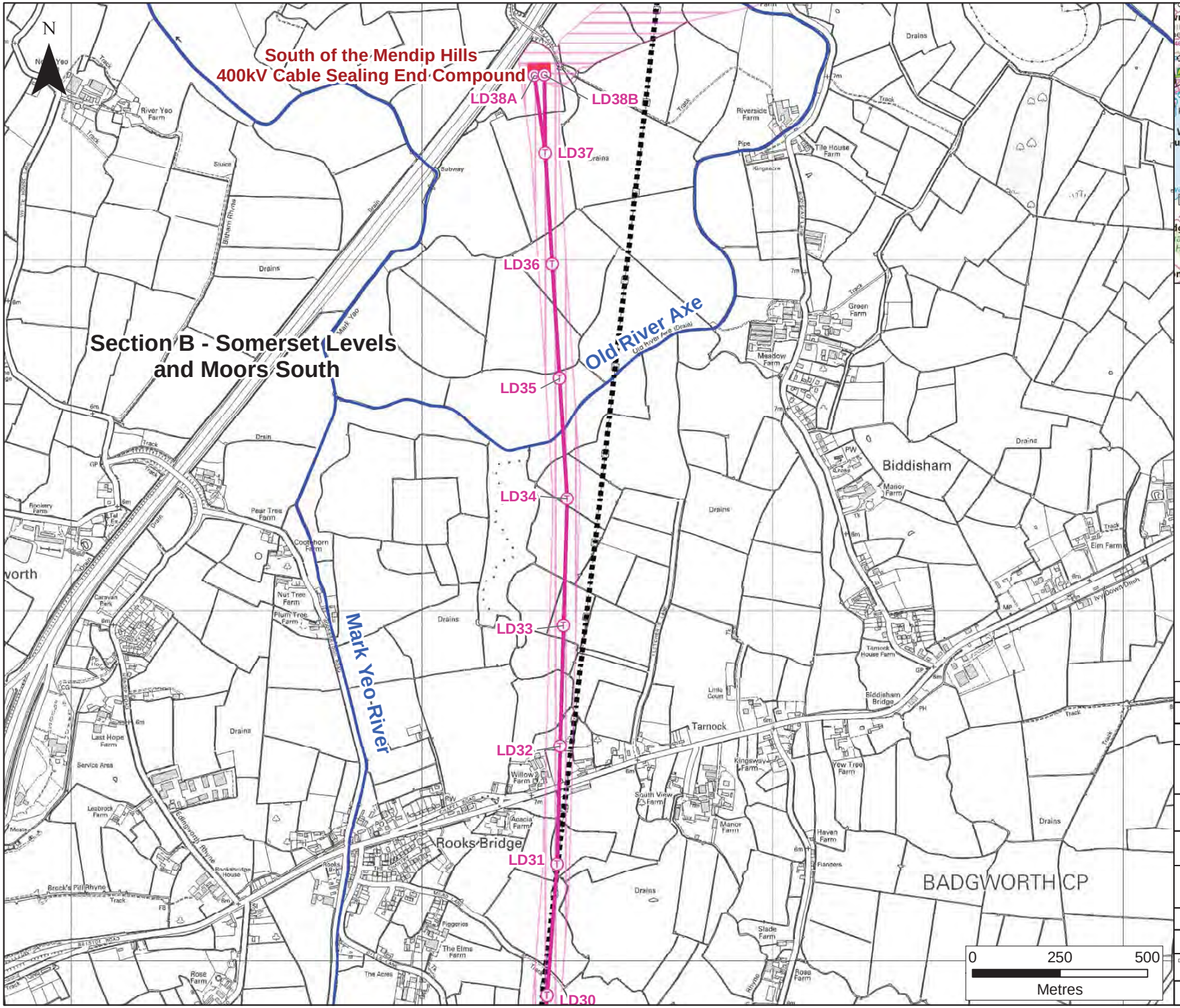
Title: **Route Plans showing Key Features**

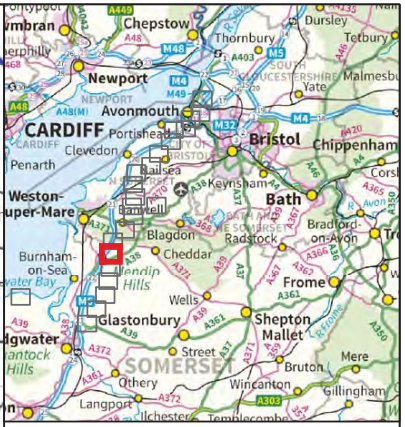
Figure 5 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 5 | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
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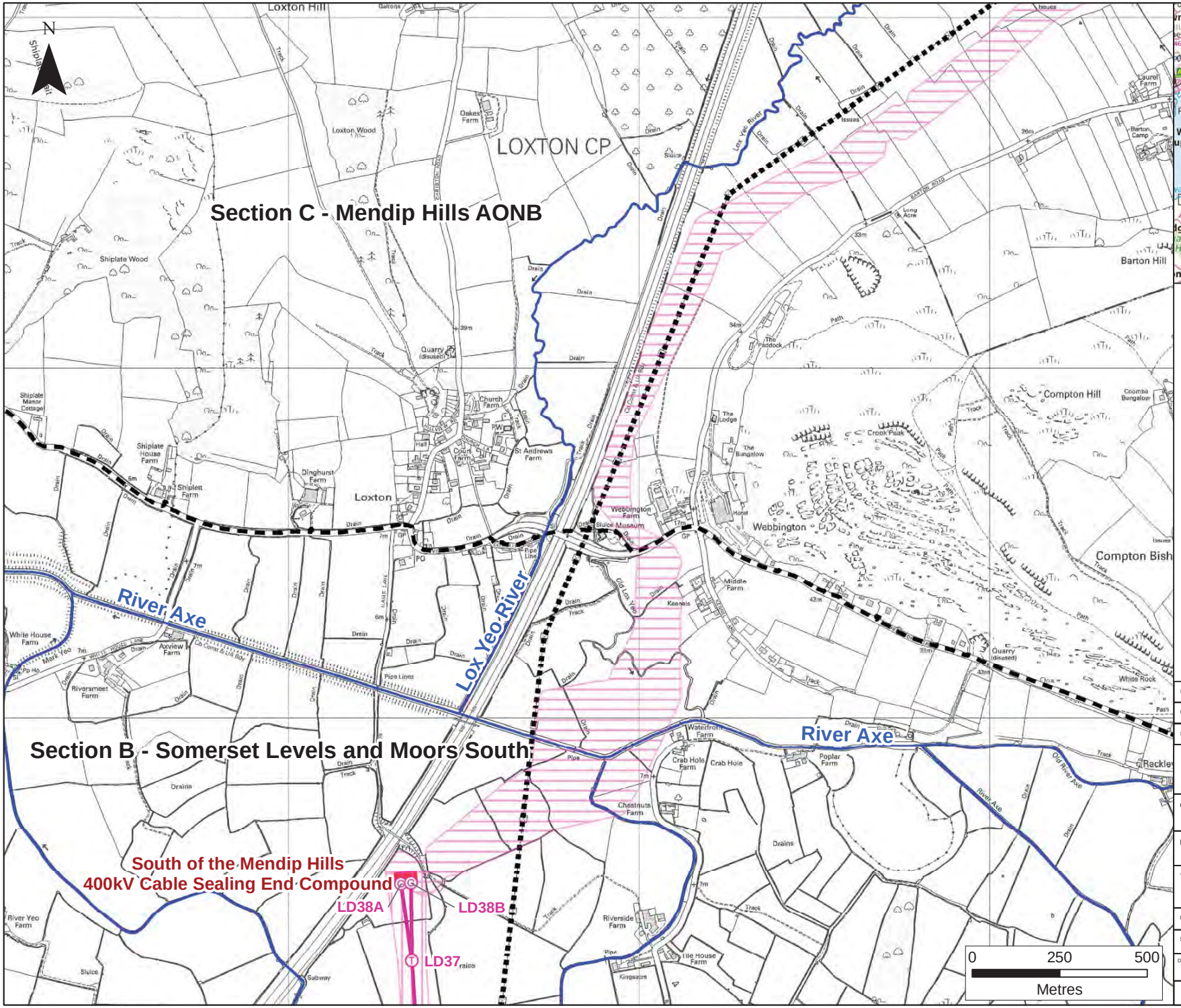
Title: **Route Plans showing Key Features**

Figure 6 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 6 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'd
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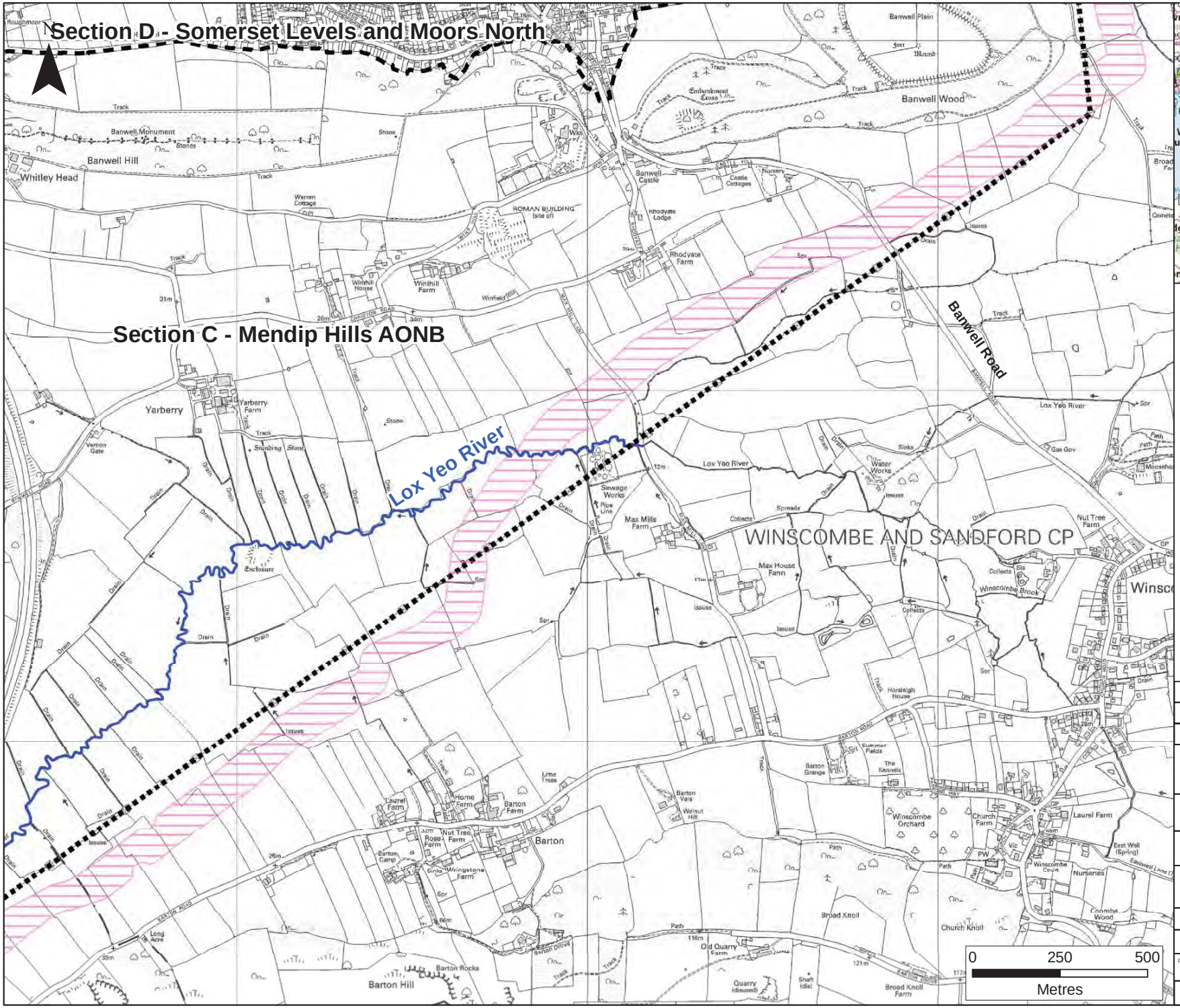
Title: **Route Plans showing Key Features**

Figure 7 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 7 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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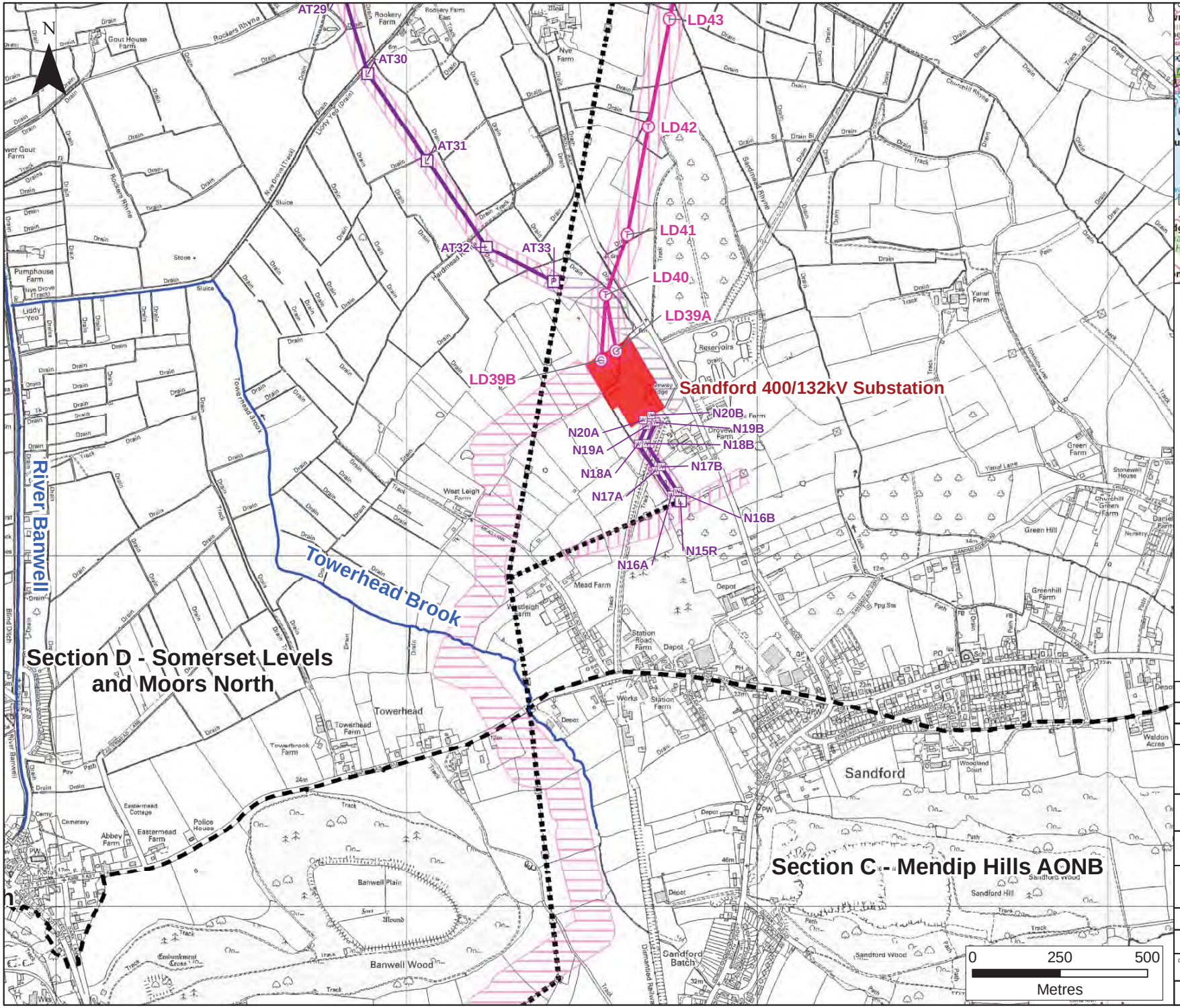
Title: **Route Plans showing Key Features**

Figure 8 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 DO NOT SCALE

Drawing: B2916420 / Appendix C / 8 **B**



Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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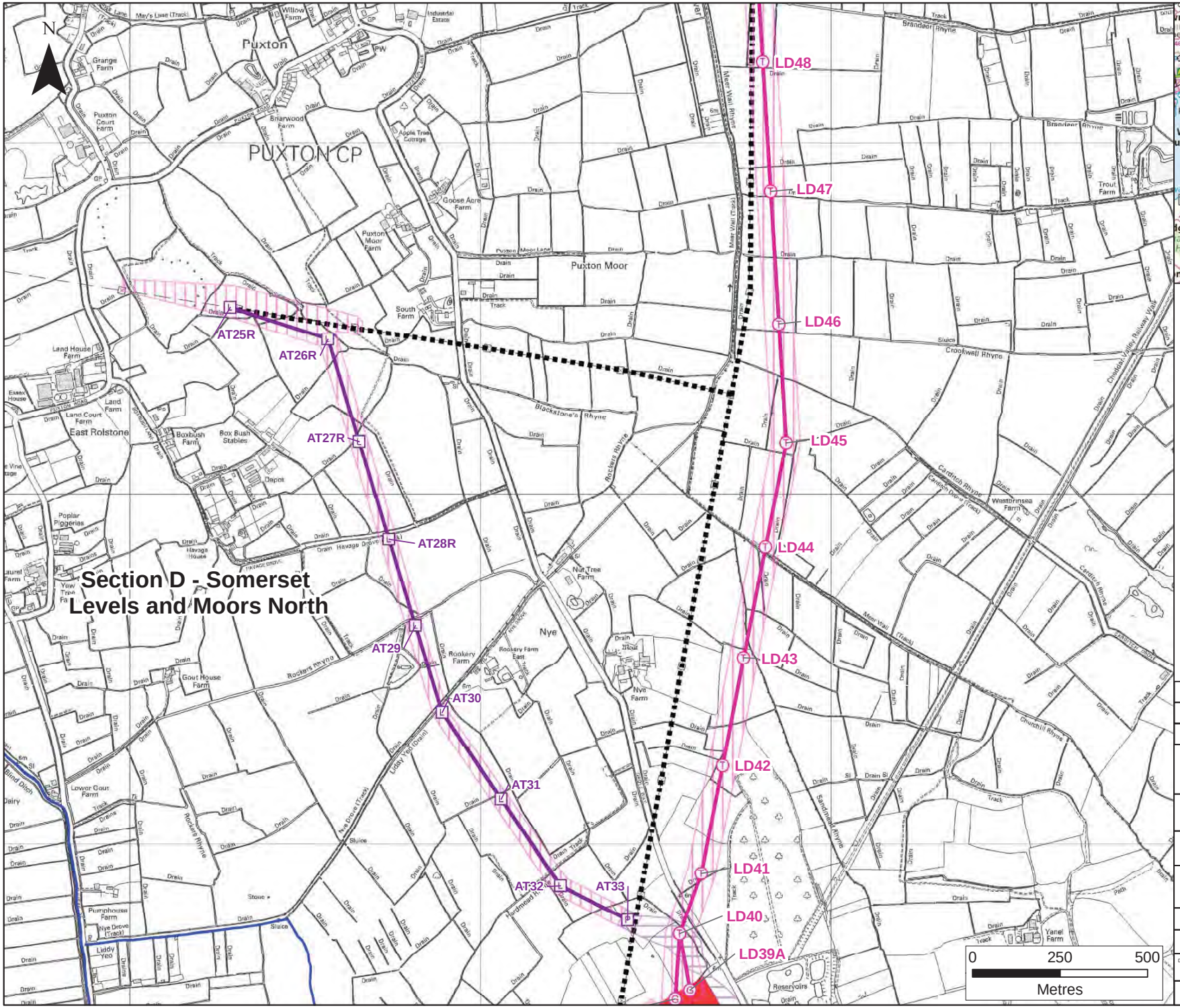
Title: **Route Plans showing Key Features**

Figure 9 of 23

Drawing Status: **Rev B For Issue**

Scale	1:10000	DO NOT SCALE

Drawing: B2916420 / Appendix C / 9 **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
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- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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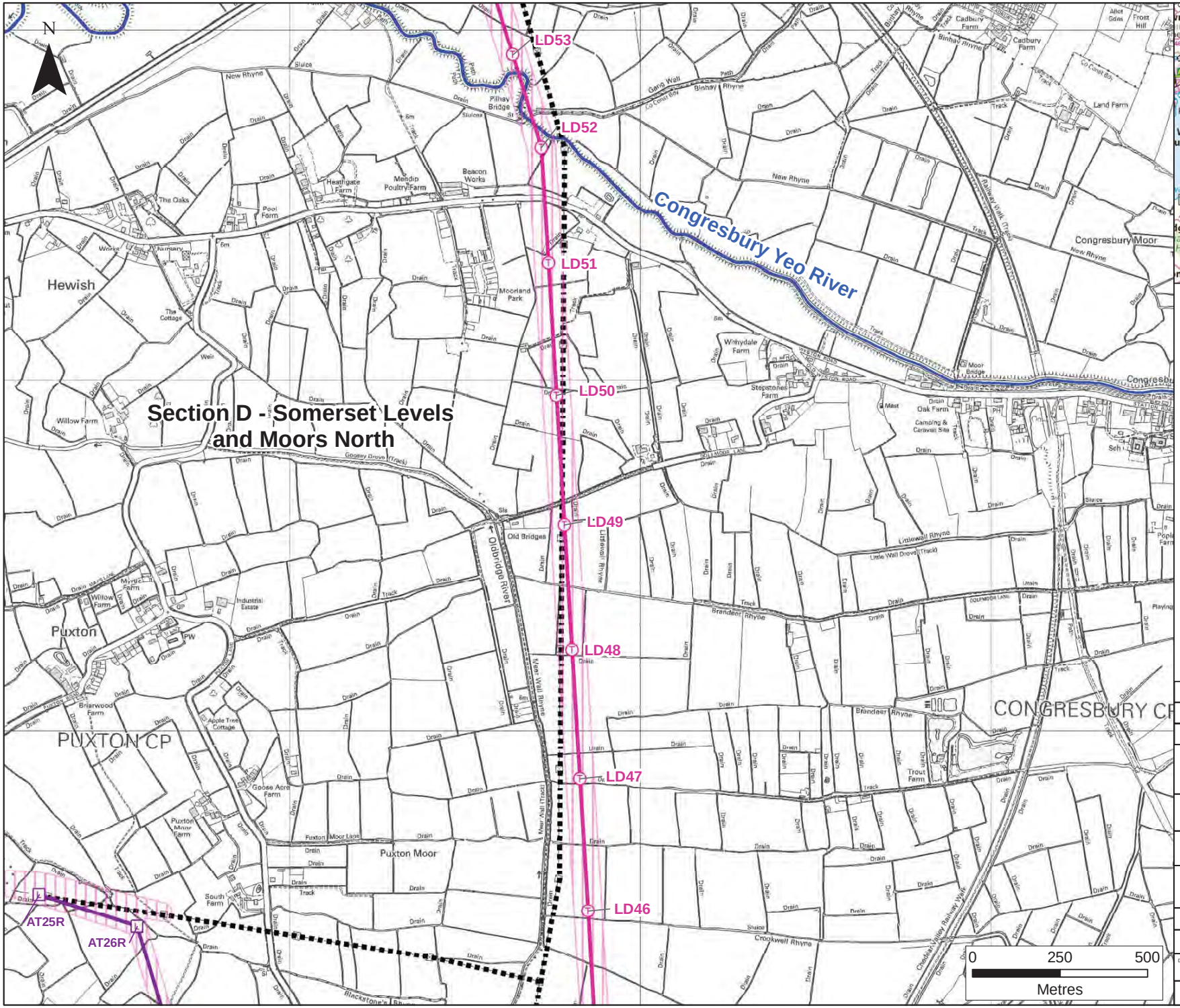
Title: **Route Plans showing Key Features**

Figure 10 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 10 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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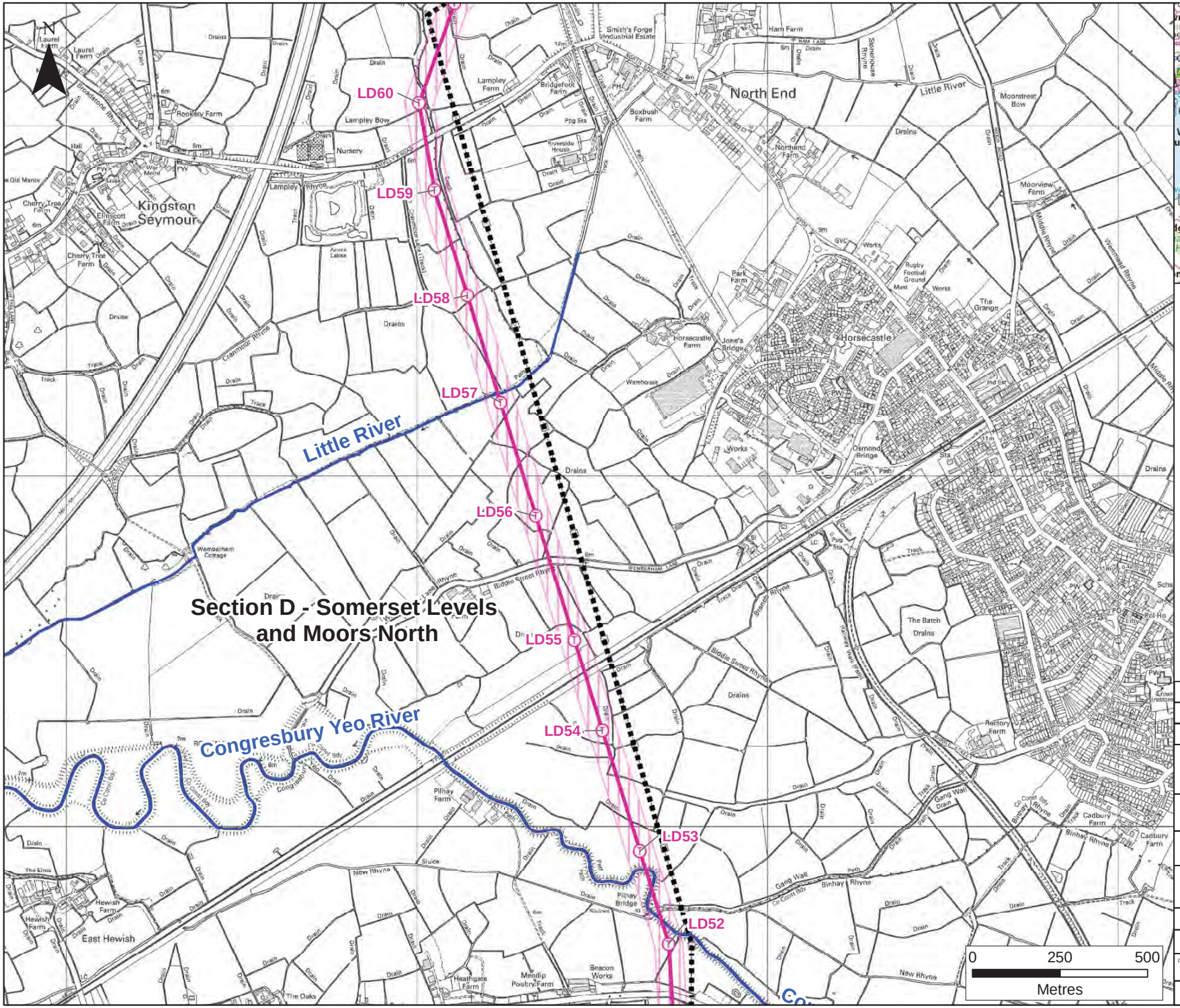
Title: **Route Plans showing Key Features**

Figure 11 of 23

Drawing Status: **Rev B For Issue**

Scale	1:10000	DO NOT SCALE

Drawing: B2916420 / Appendix C / 11 **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
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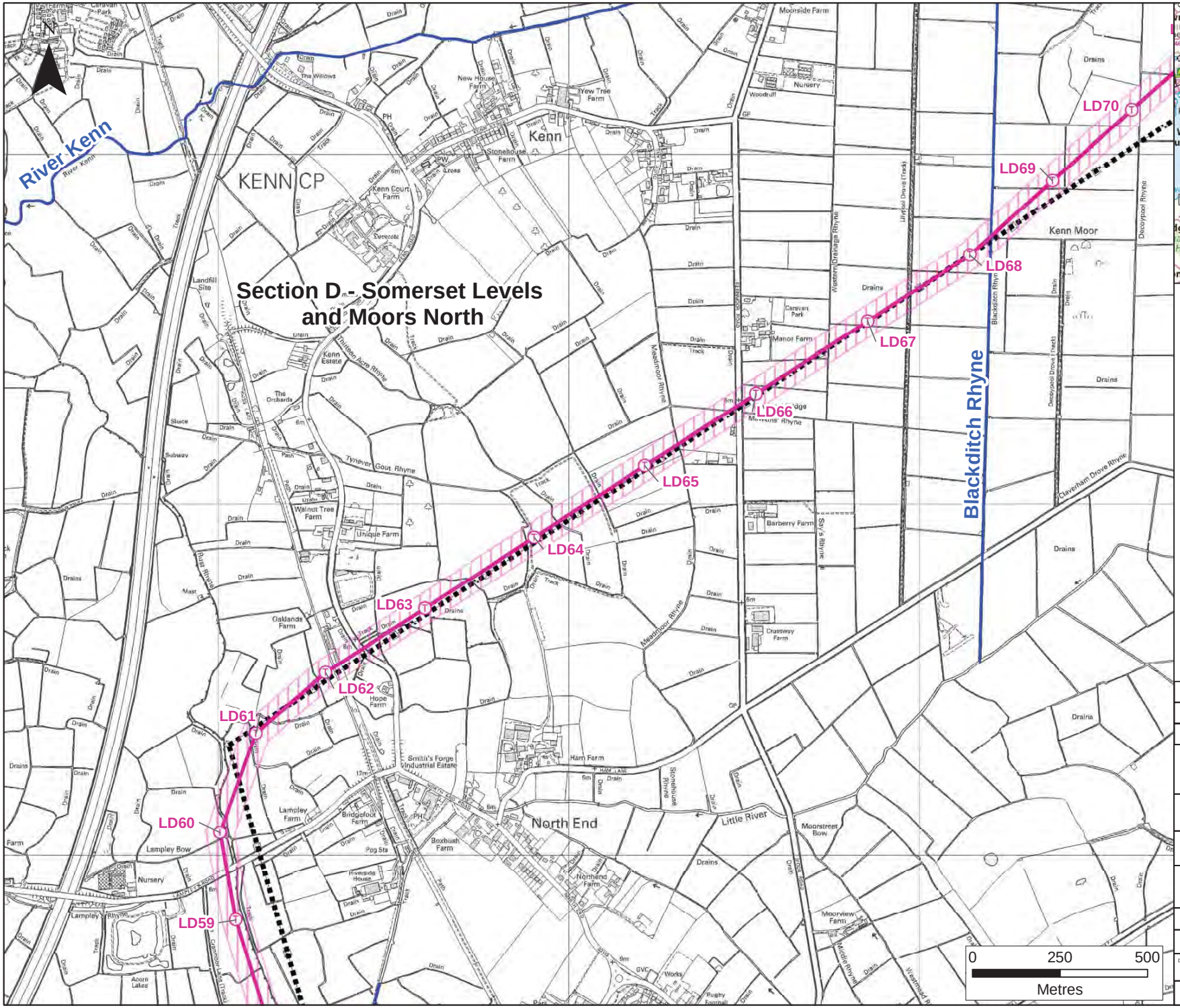
Title: **Route Plans showing Key Features**

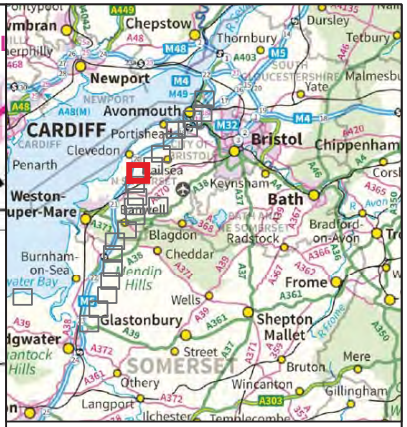
Figure 12 of 23

Drawing Status: **Rev B For Issue**

Scale	1:10000	DO NOT SCALE

Drawing: B2916420 / Appendix C / 12 — **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
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Client: nationalgrid

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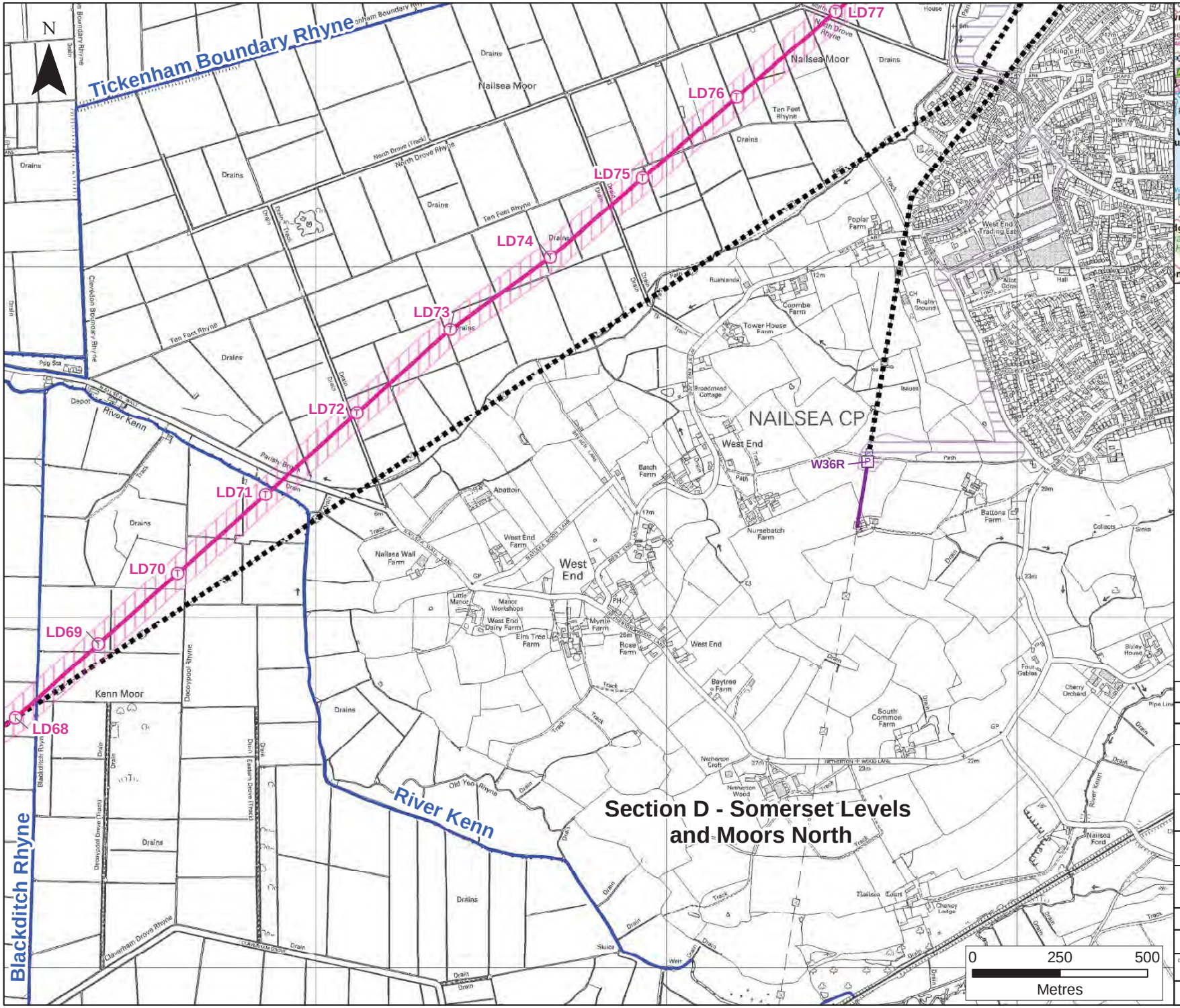
Title: **Route Plans showing Key Features**

Figure 13 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 13 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
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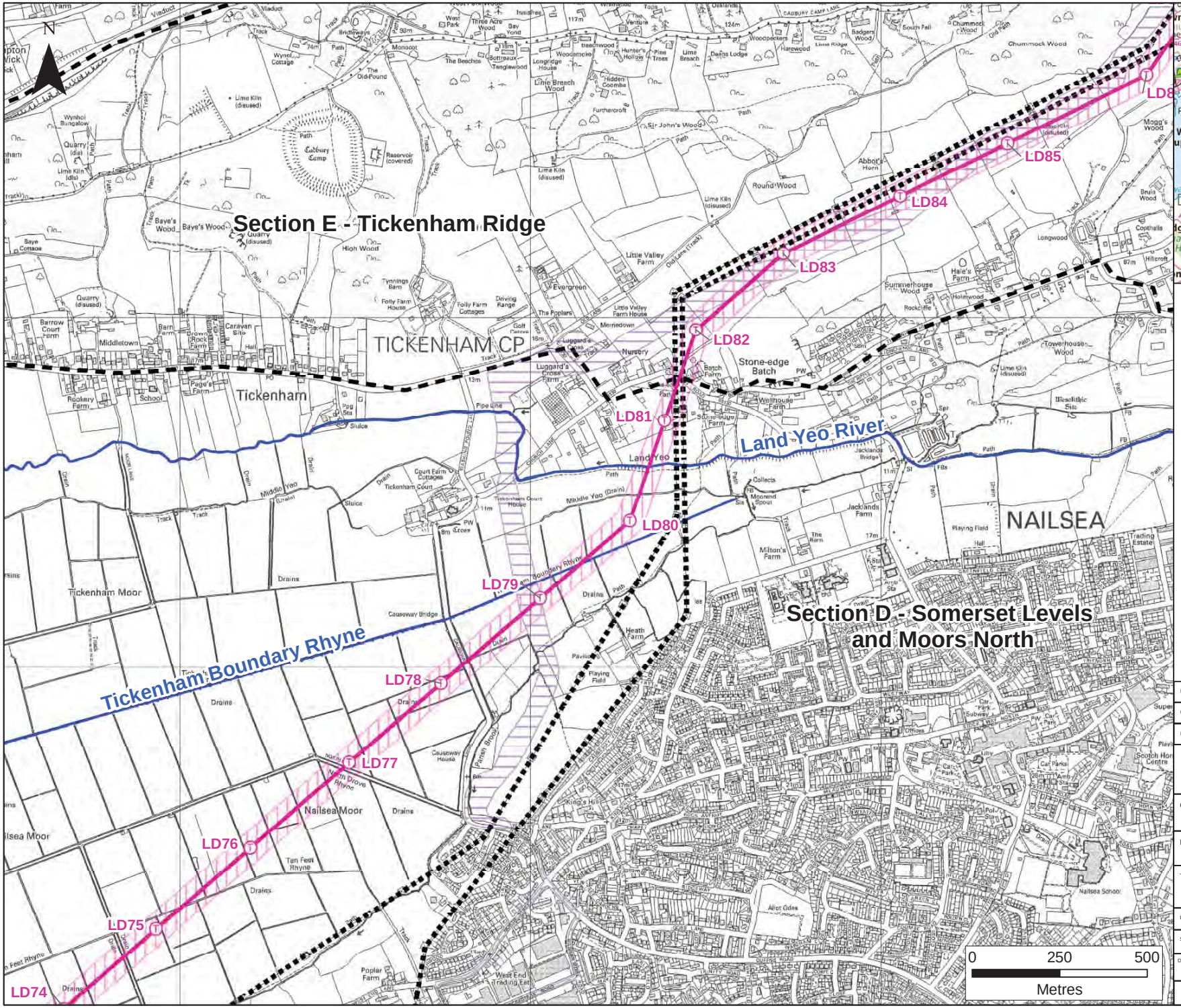
Title: **Route Plans showing Key Features**

Figure 14 of 23

Drawing Status: **Rev B For Issue**

Scale	1:10000	DO NOT SCALE

Drawing: B2916420 / Appendix C / 14 — **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
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Project Title: **National Grid Hinkley C Connection Project**

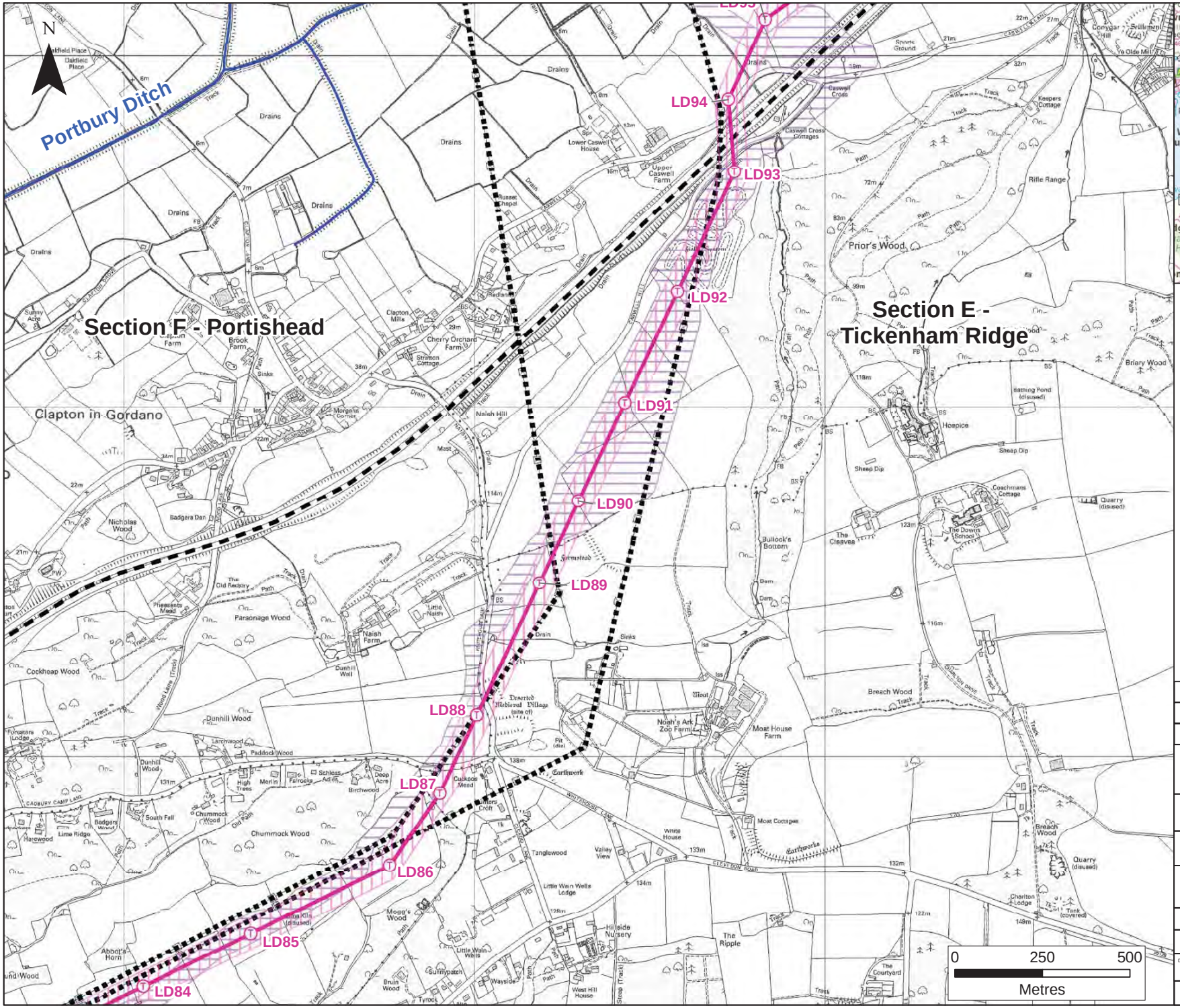
Title: **Route Plans showing Key Features**

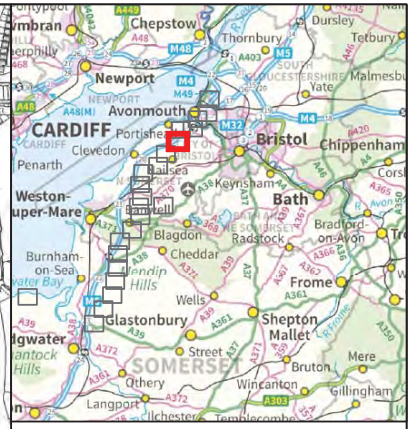
Figure 15 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 15 | **B**





Key

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- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
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- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

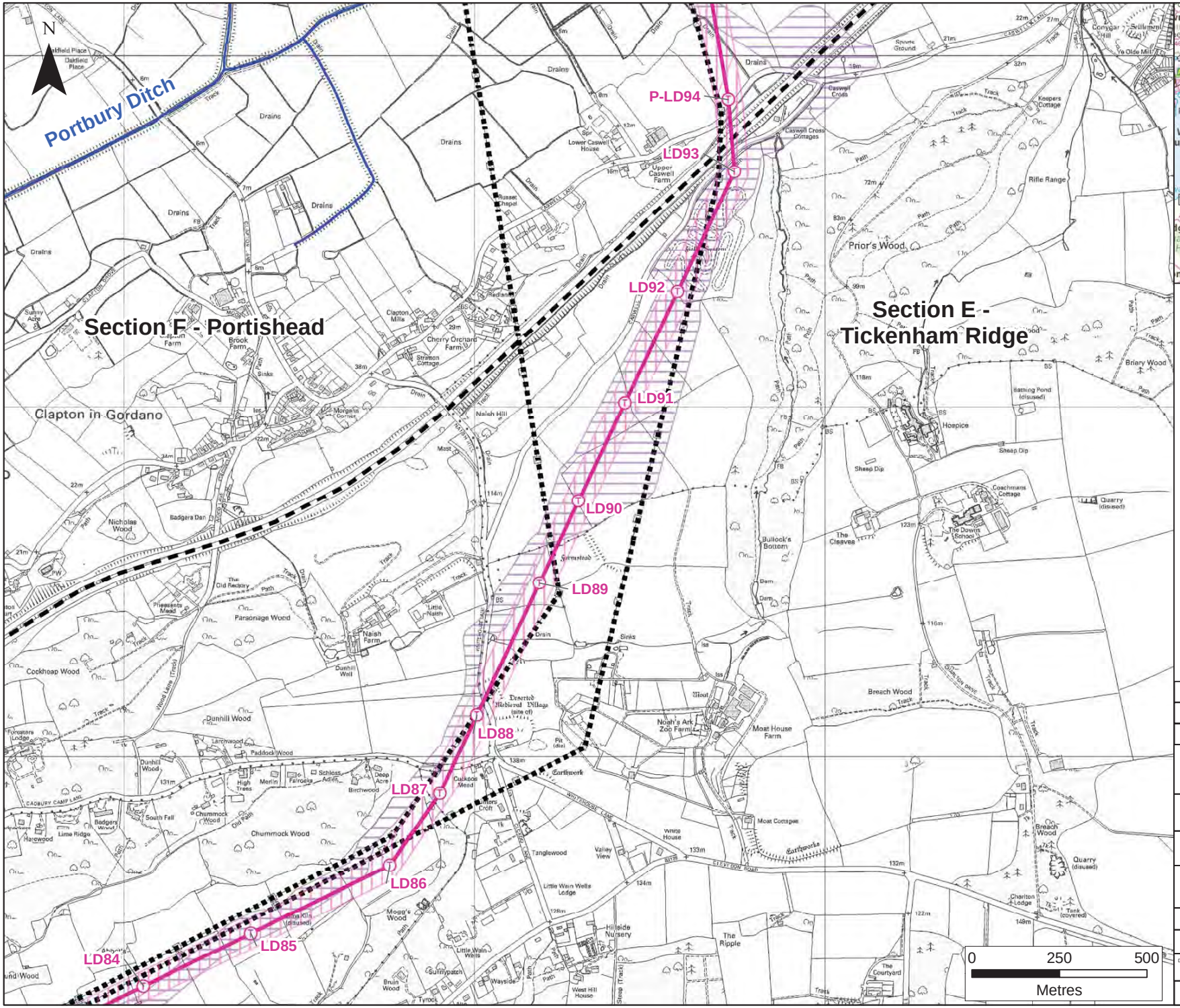
Project Title: **National Grid Hinkley C Connection Project**

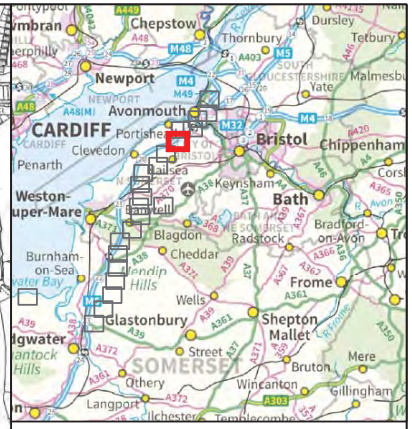
Title: **Route Plans showing Key Features**
Route Option A
Figure 16 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C /16 A | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

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Client: nationalgrid

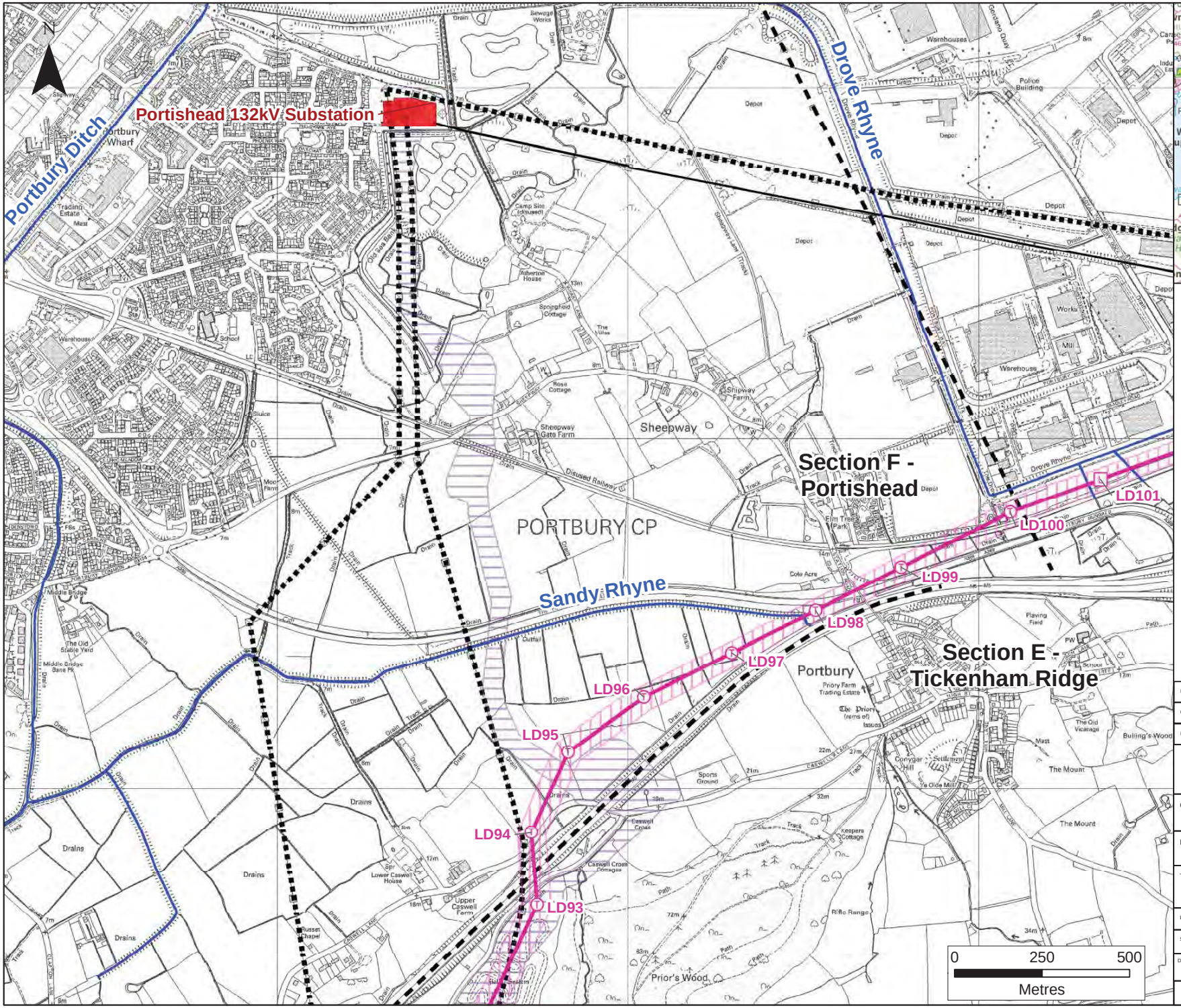
Project Title: **National Grid Hinkley C Connection Project**

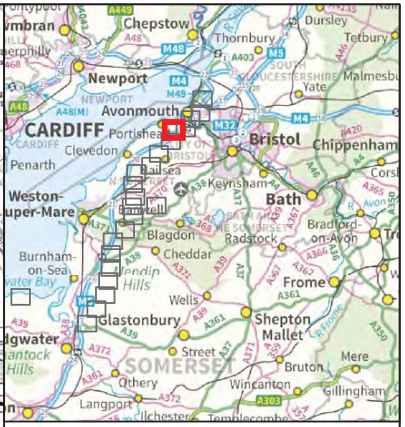
Title: **Route Plans showing Key Features**
Route Option B
Figure 16 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C /16 B | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

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0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

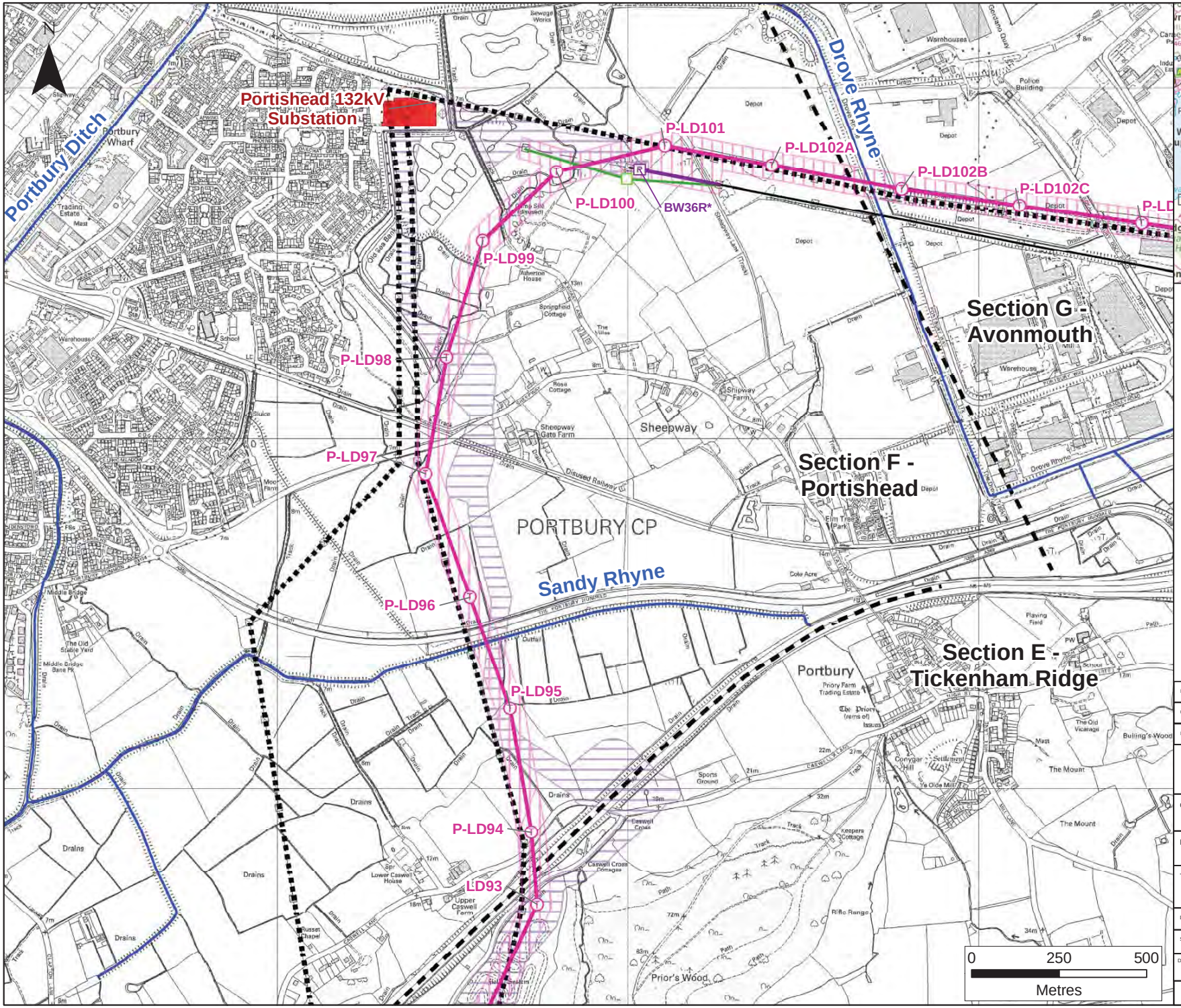
Project Title: **National Grid Hinkley C Connection Project**

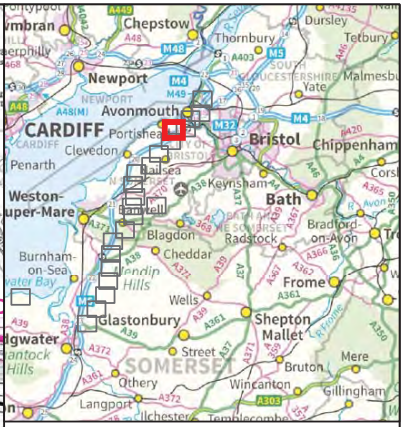
Title: **Route Plans showing Key Features**
Route Option A
Figure 17 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C /17 A | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB
Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv

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Client: nationalgrid

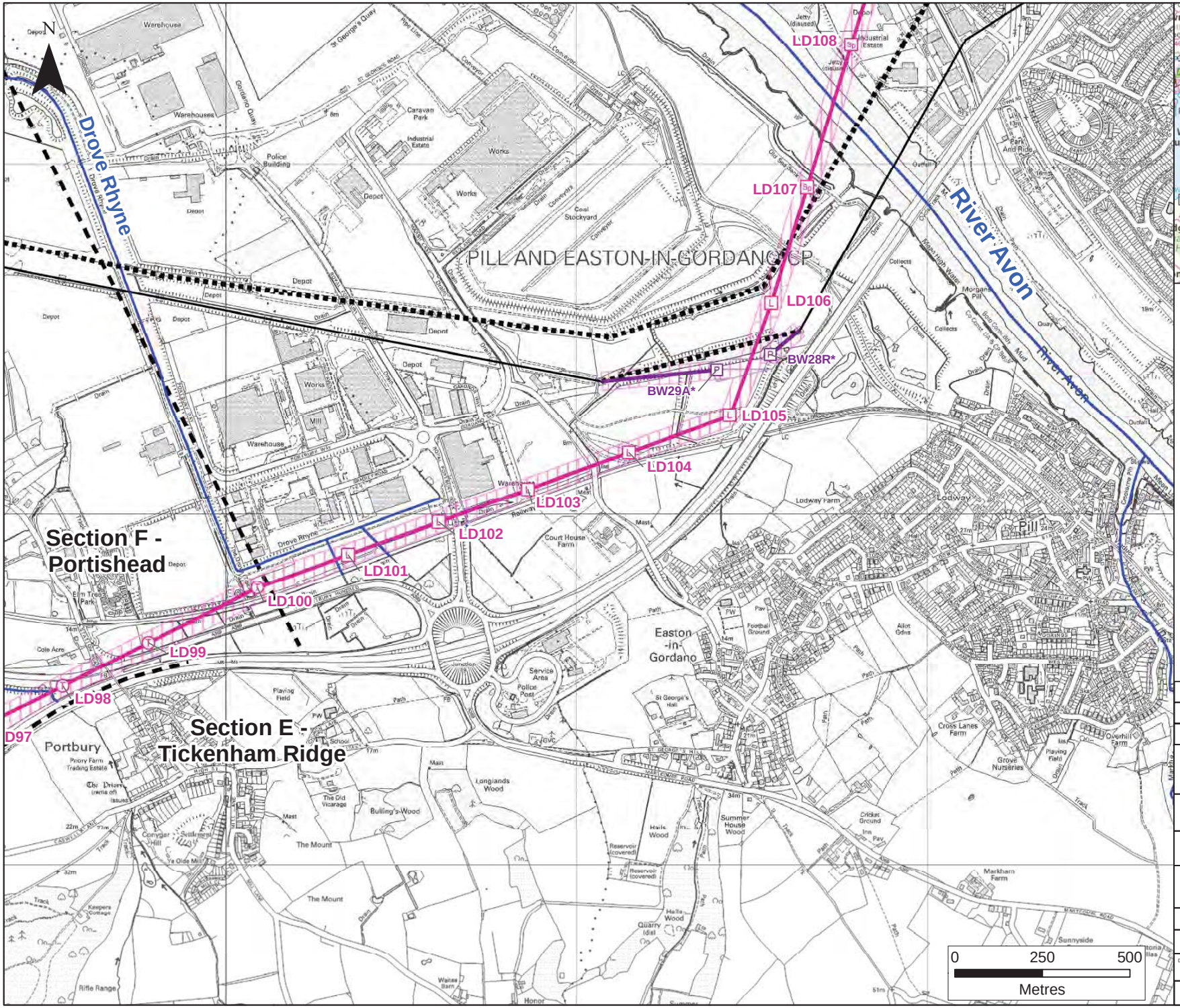
Project Title: **National Grid Hinkley C Connection Project**

Title: **Route Plans showing Key Features**
Route Option B
Figure 17 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 DO NOT SCALE

Drawing: B2916420 / Appendix C /17 B **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
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- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv'
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Client: nationalgrid

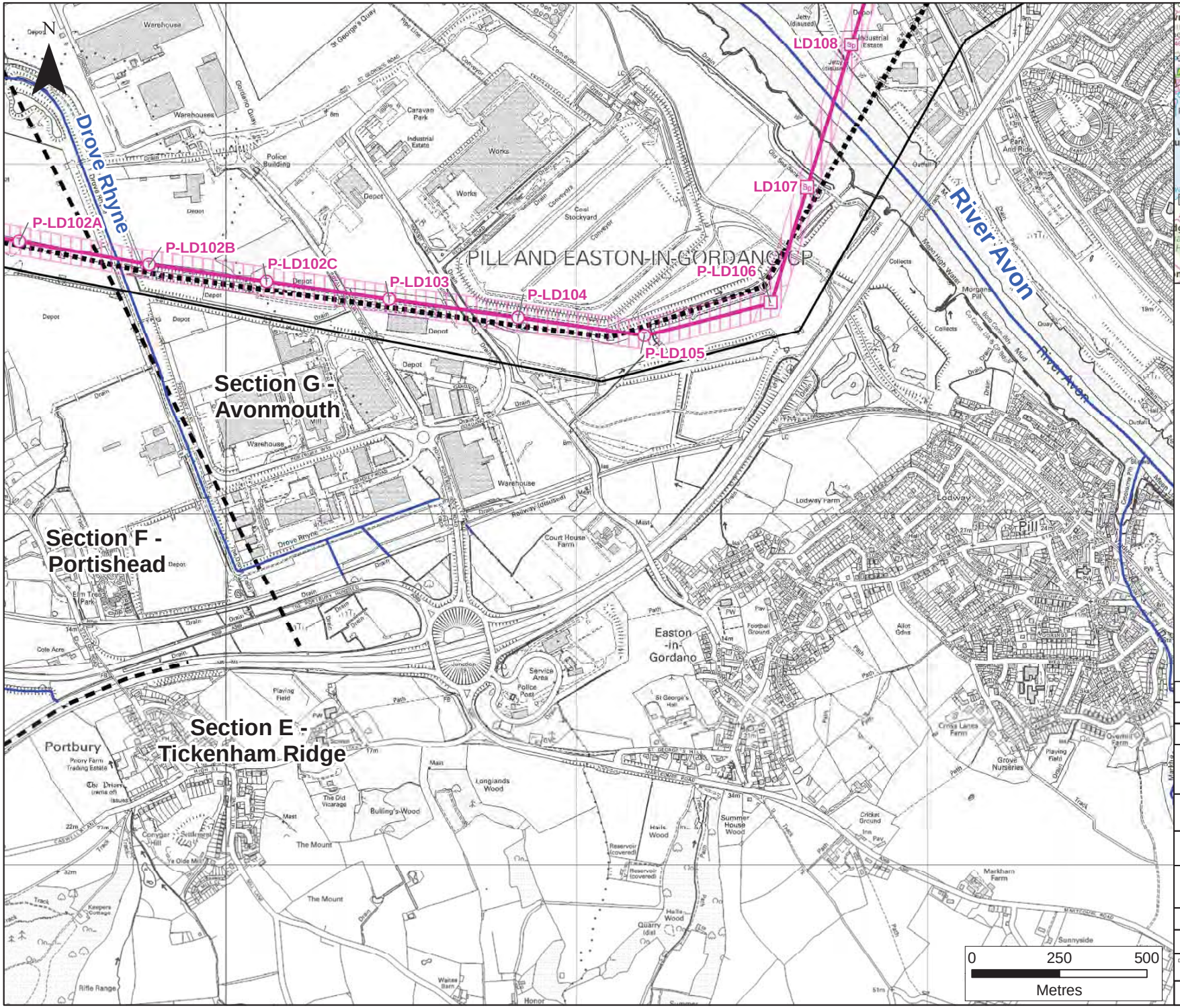
Project Title: **National Grid Hinkley C Connection Project**

Title: **Route Plans showing Key Features**
Route Option A
Figure 18 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C /18 A | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
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Client: nationalgrid

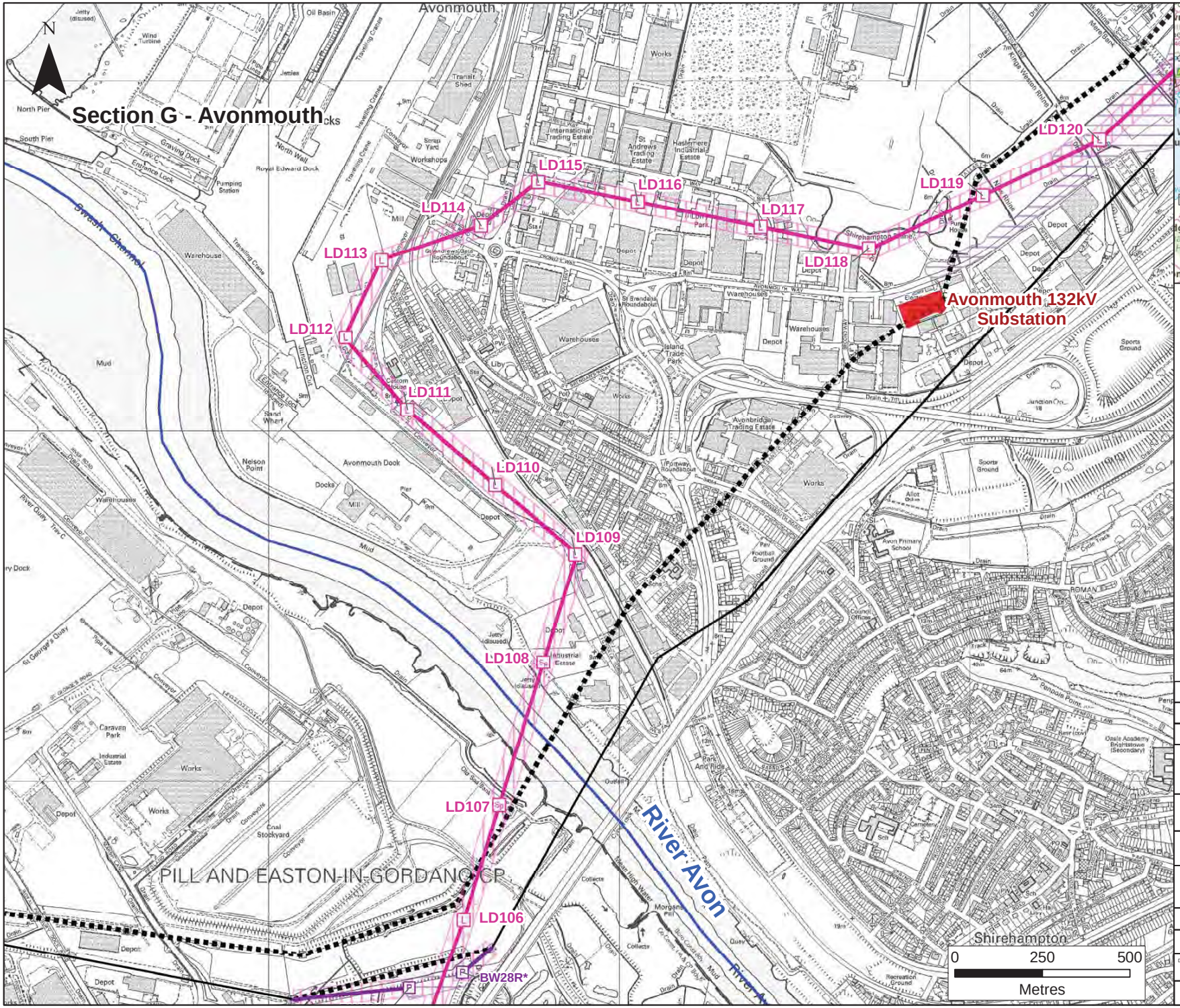
Project Title: **National Grid Hinkley C Connection Project**

Title: **Route Plans showing Key Features**
Route Option B
Figure 18 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C /18 B | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
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Client: nationalgrid

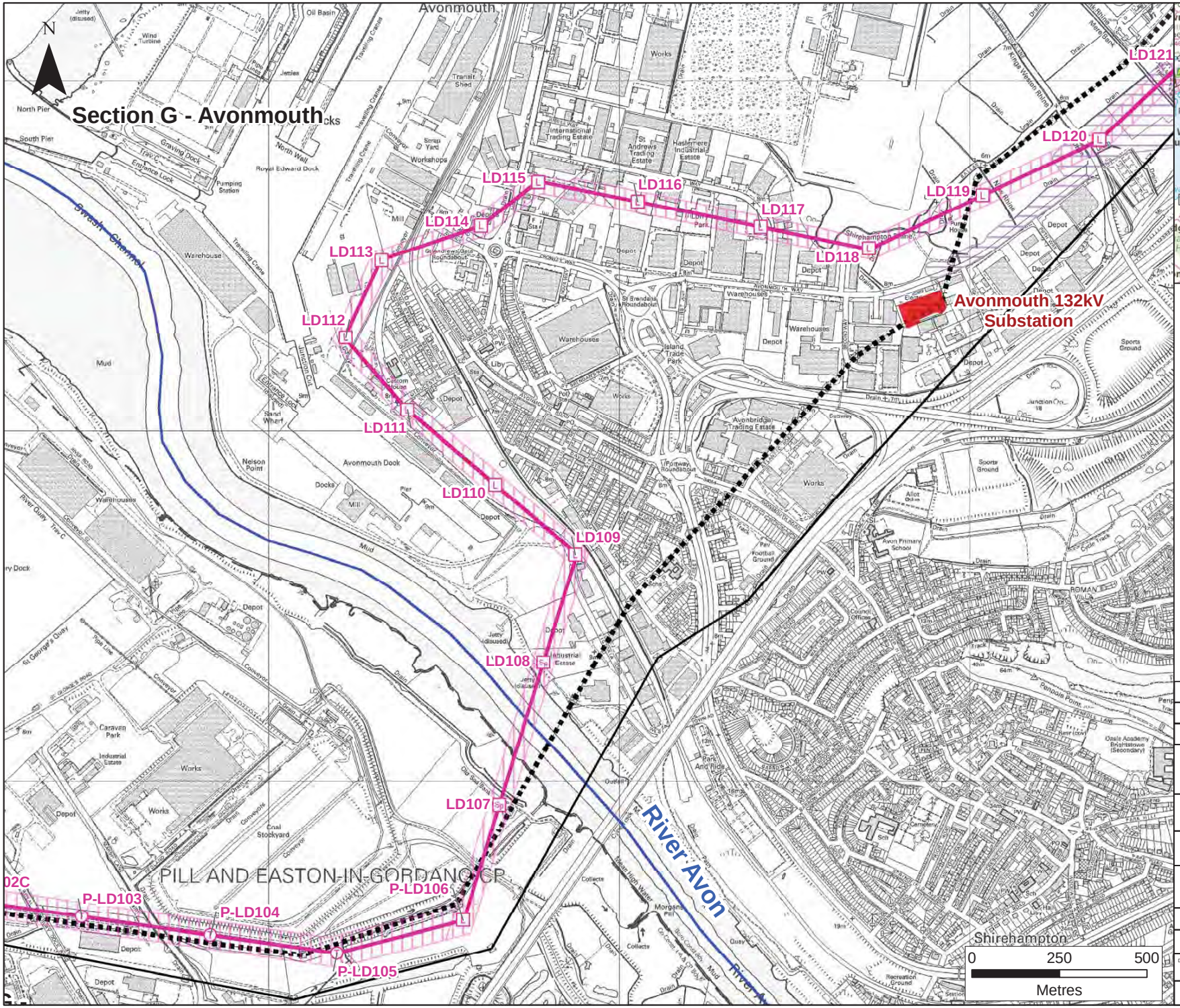
Project Title: **National Grid Hinkley C Connection Project**

Title: **Route Plans showing Key Features**
Route Option A
Figure 19 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 DO NOT SCALE

Drawing: B2916420 / Appendix C /19 A **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
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Client: nationalgrid

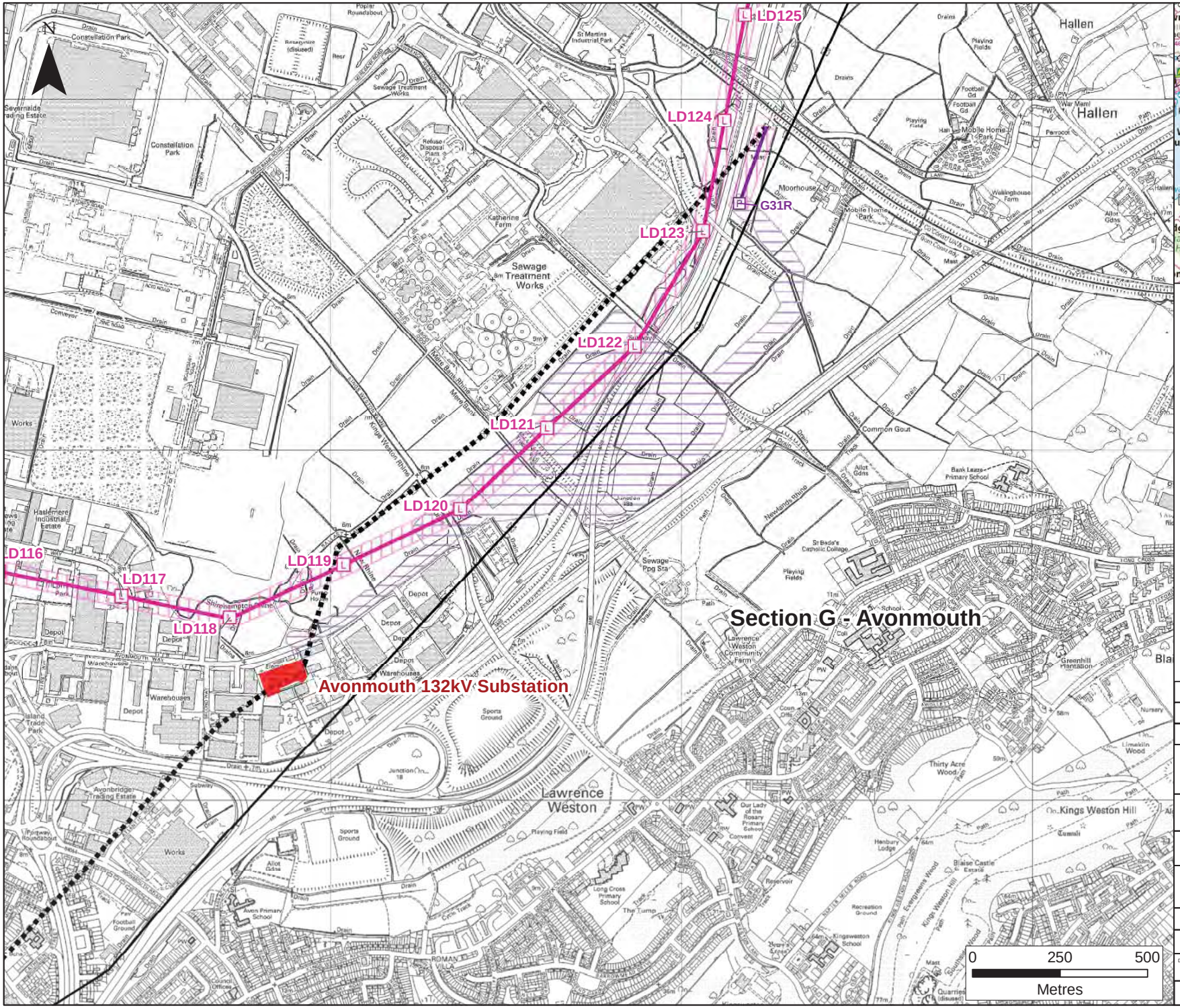
Project Title: **National Grid Hinkley C Connection Project**

Title: **Route Plans showing Key Features**
Route Option B
Figure 19 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 DO NOT SCALE

Drawing: B2916420 / Appendix C /19 B **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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Client: nationalgrid

Project Title: **National Grid Hinkley C Connection Project**

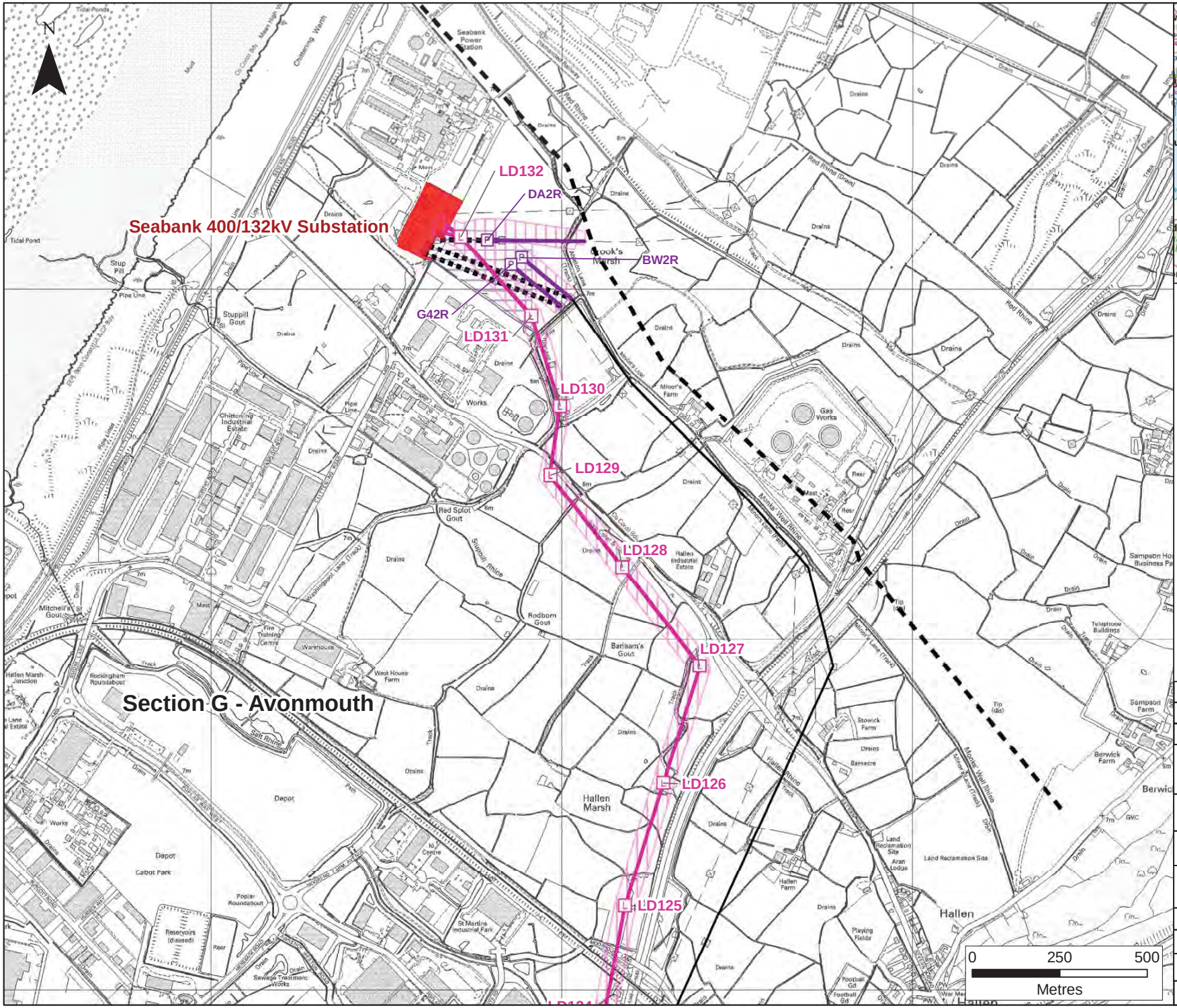
Title: **Route Plans showing Key Features**

Figure 20 of 23

Drawing Status: **Rev B For Issue**

Scale	1:10000	DO NOT SCALE

Drawing: B2916420 / Appendix C / 20 — **B**



Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
B	OCT 2014	For Issue	PG	SM	SM	SB
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Client: nationalgrid

Project Title: **National Grid Hinkley C Connection Project**

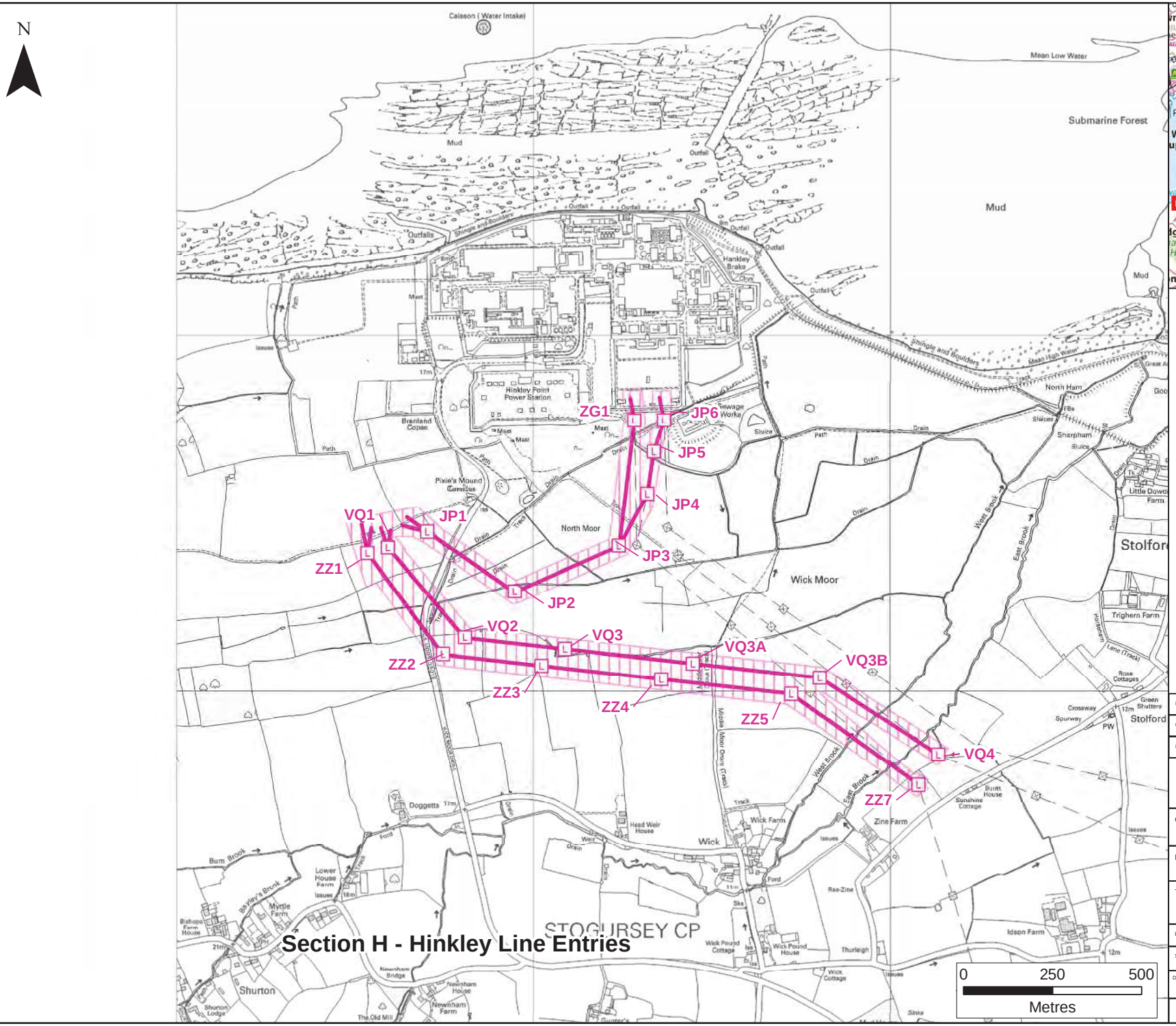
Title: **Route Plans showing Key Features**

Figure 21 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 21 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
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0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

Project Title: **National Grid Hinkley C Connection Project**

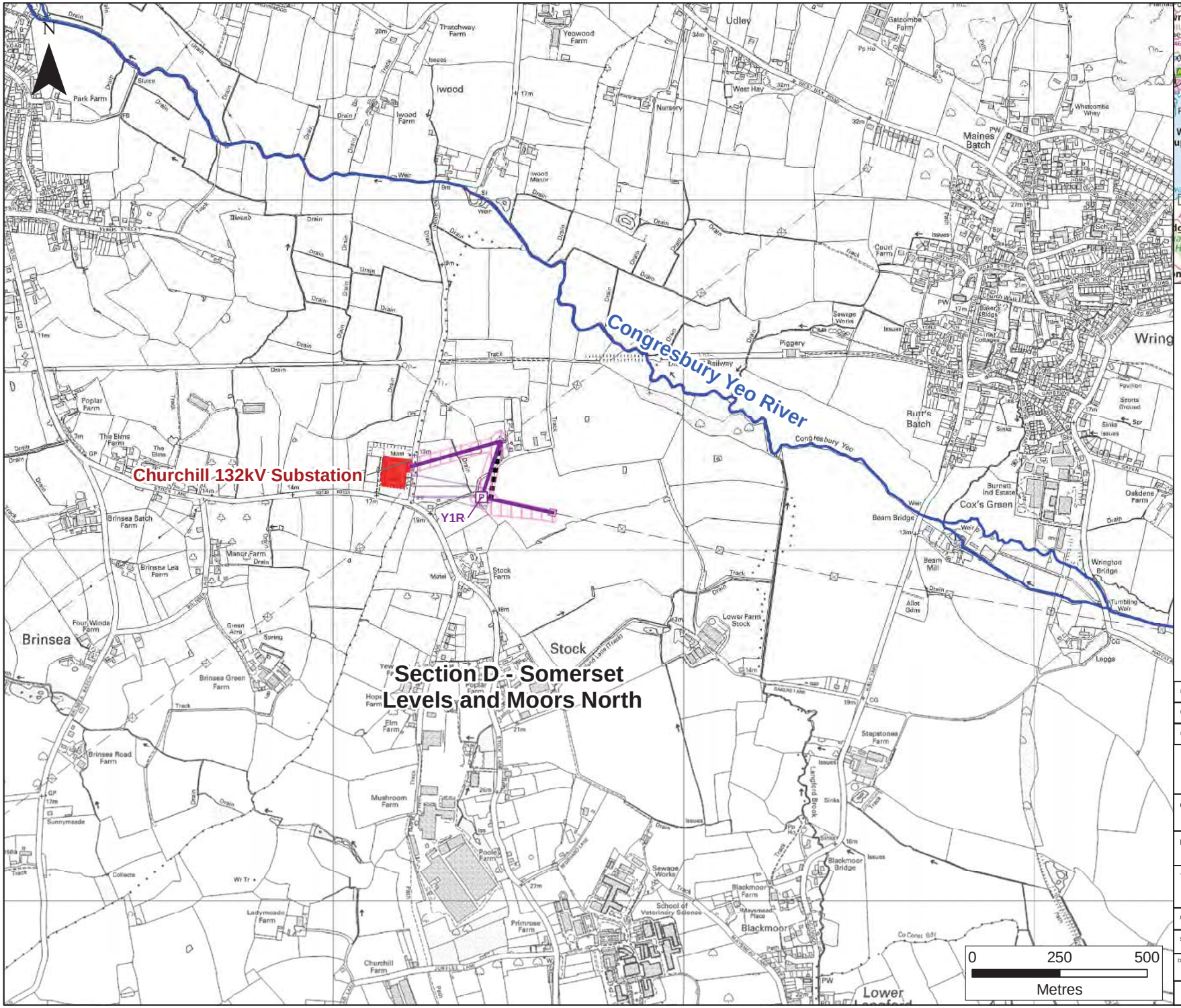
Title: **Route Plans showing Key Features**

Figure 22 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 22 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Temporary Pylon Position
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing or Proposed Substation or Cable Sealing End Compound
- Existing Overhead Line for Removal
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'd
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0	MARCH 14	DCO Submission	PG	SG	SM	IB

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www.jacobs.com

Client: nationalgrid

Project Title: **National Grid Hinkley C Connection Project**

Title: **Route Plans showing Key Features**

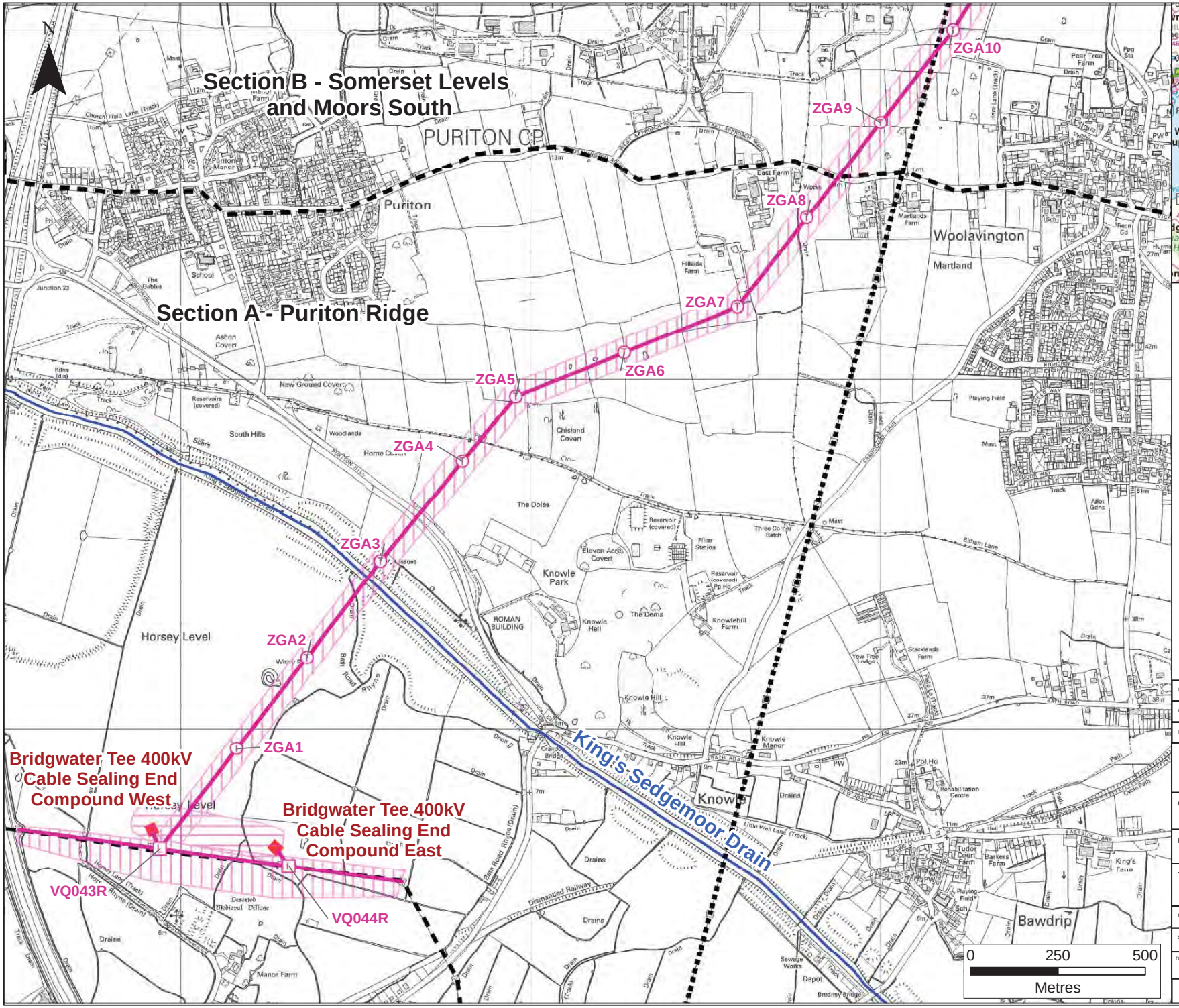
Figure 23 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix C / 23 | **B**

Appendix D – Proposed Development Operational Phase



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

JACOBS
1180 Eskdale Road, Winnersh, Wokingham RG41 5TU
Tel. 01189 467 055 Fax. 01189 467 001
www.jacobs.com

Client: nationalgrid

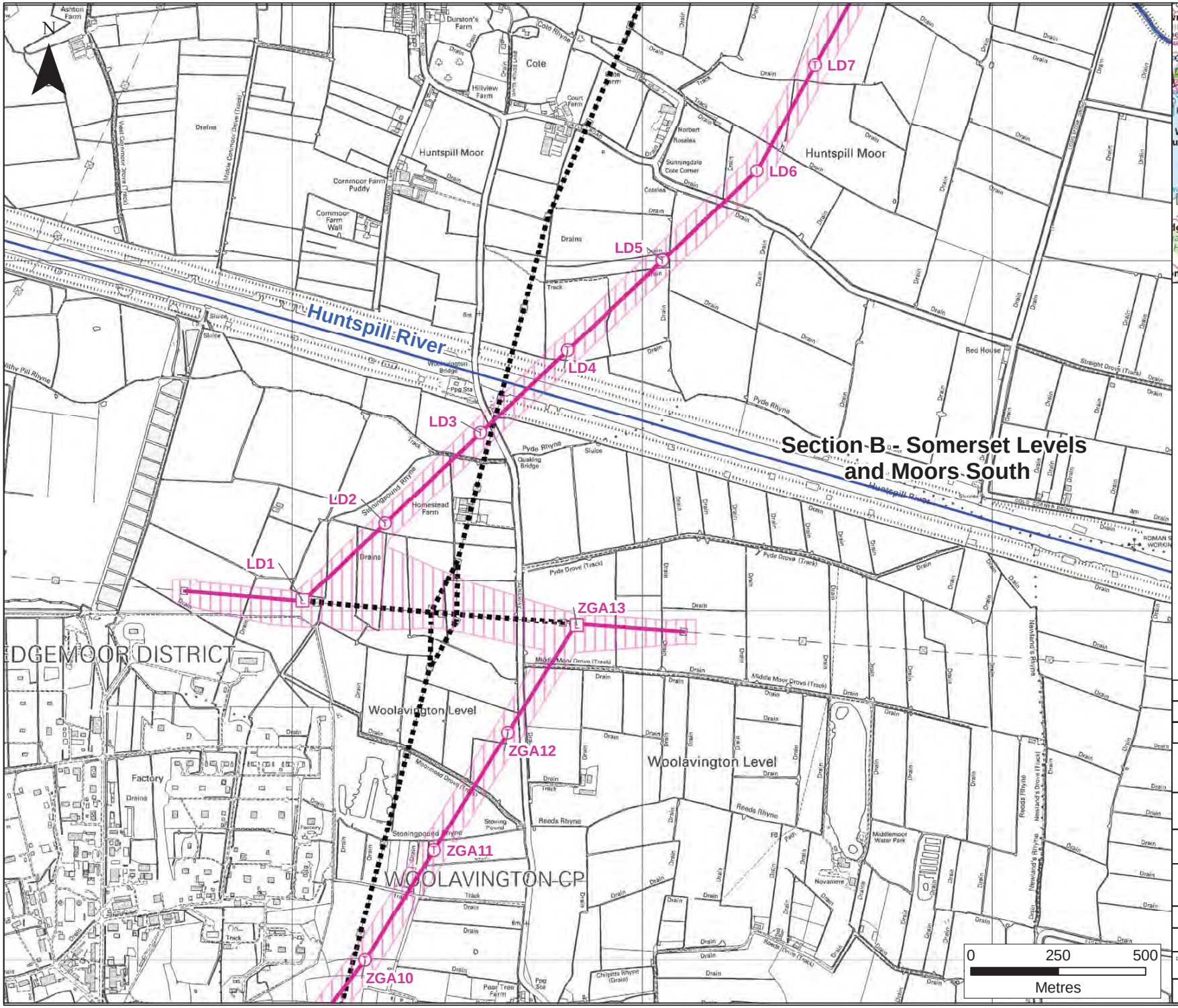
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 1 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 1 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

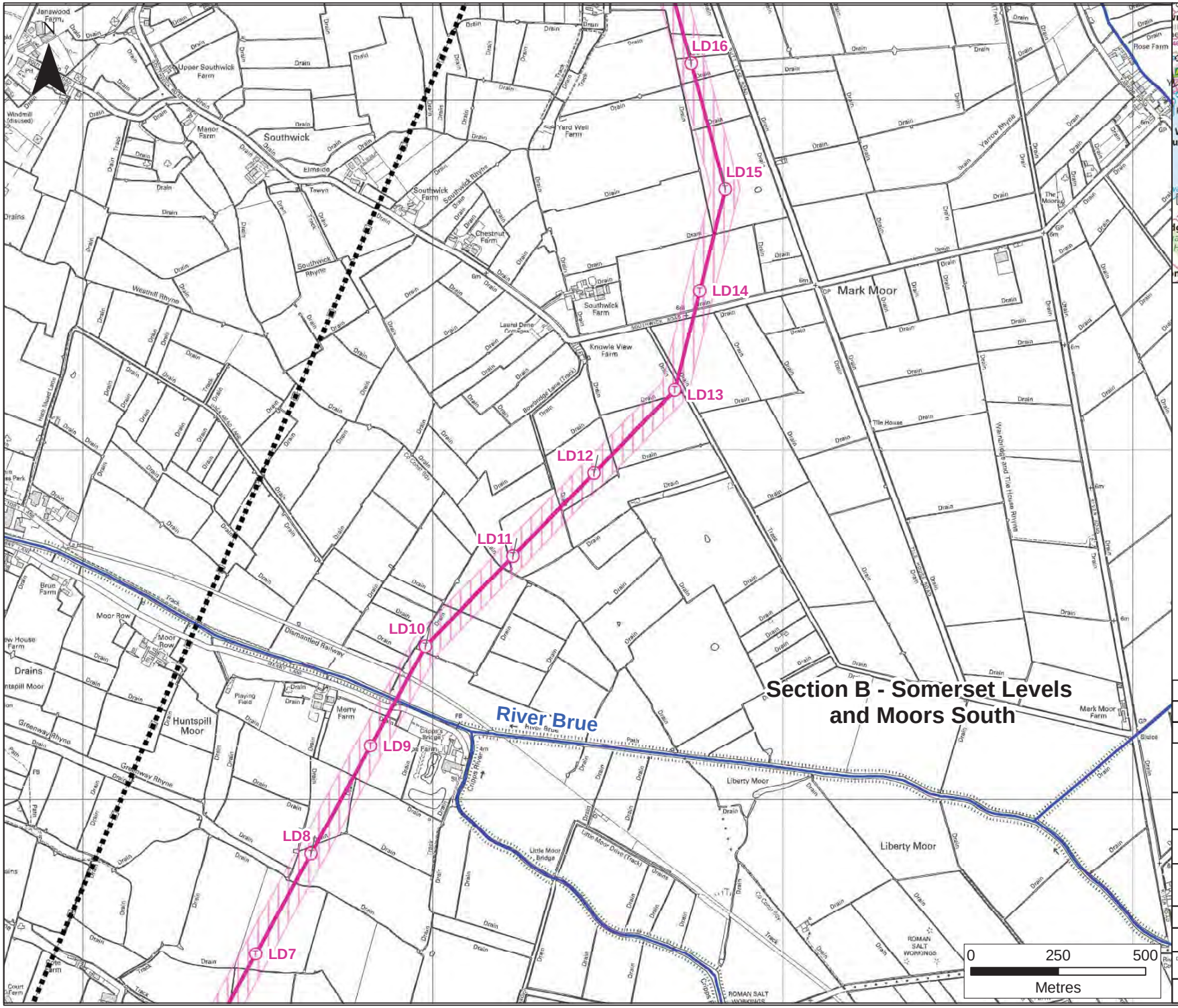
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 2 of 23

Drawing Status: **Rev B For Issue**

Scale	1:10000	DO NOT SCALE

Drawing: B2916420 / Appendix D / 2 — **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'd
B	OCT 2014	For Issue	PG	SM	SM	SB
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Client: nationalgrid

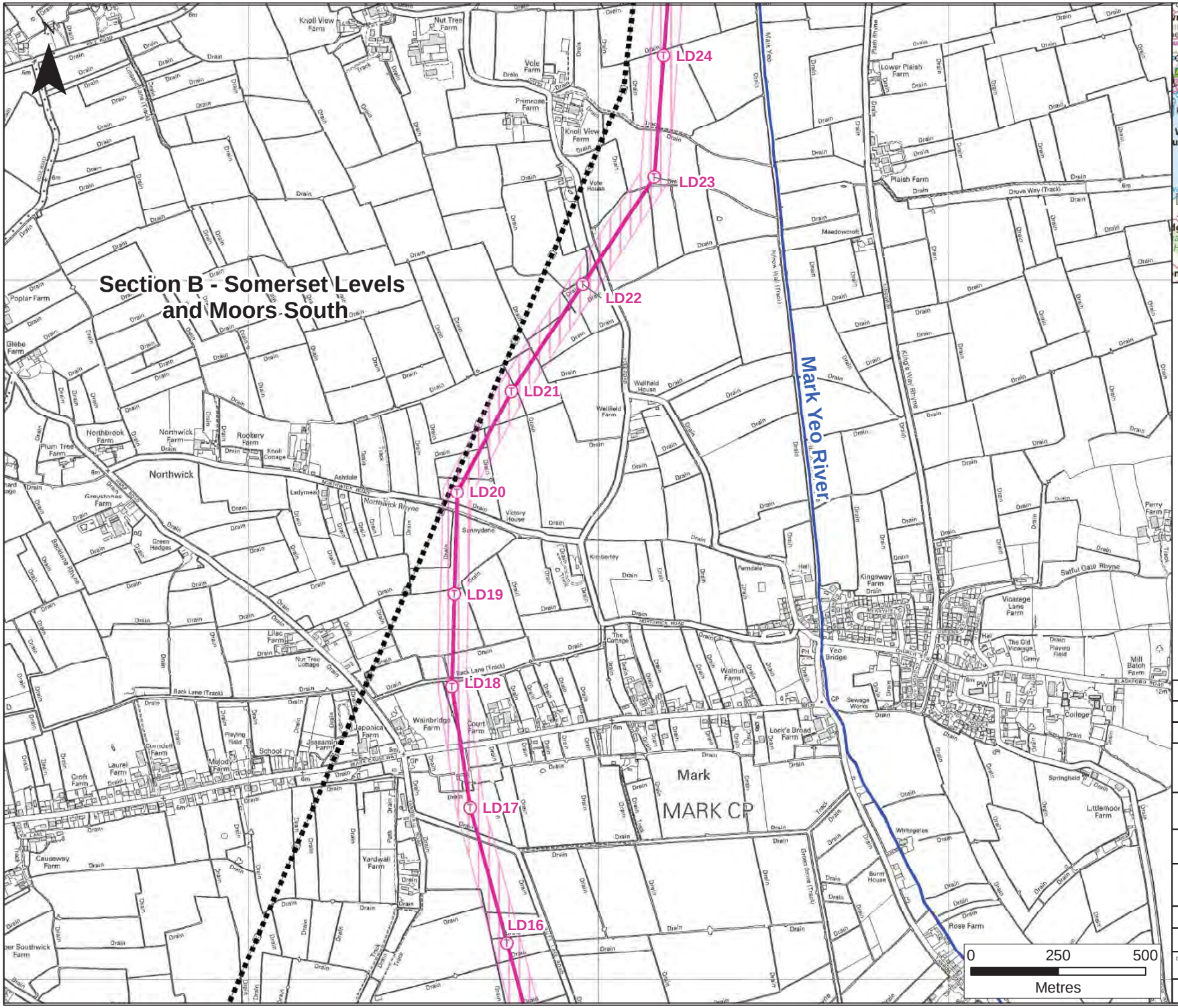
Project Title: **National Grid Hinkley C Connection Project**

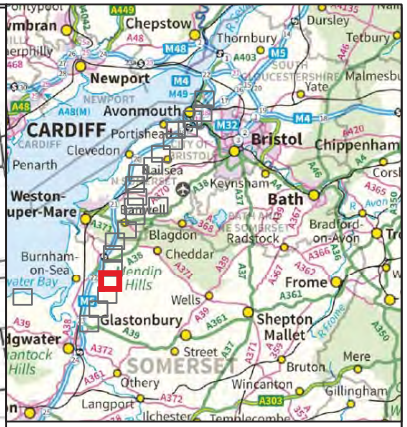
Title: **Proposed Development Operational Phase Works**
Figure 3 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 3 | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
B	OCT 2014	For Issue	PG	SM	SM	SB
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Client: nationalgrid

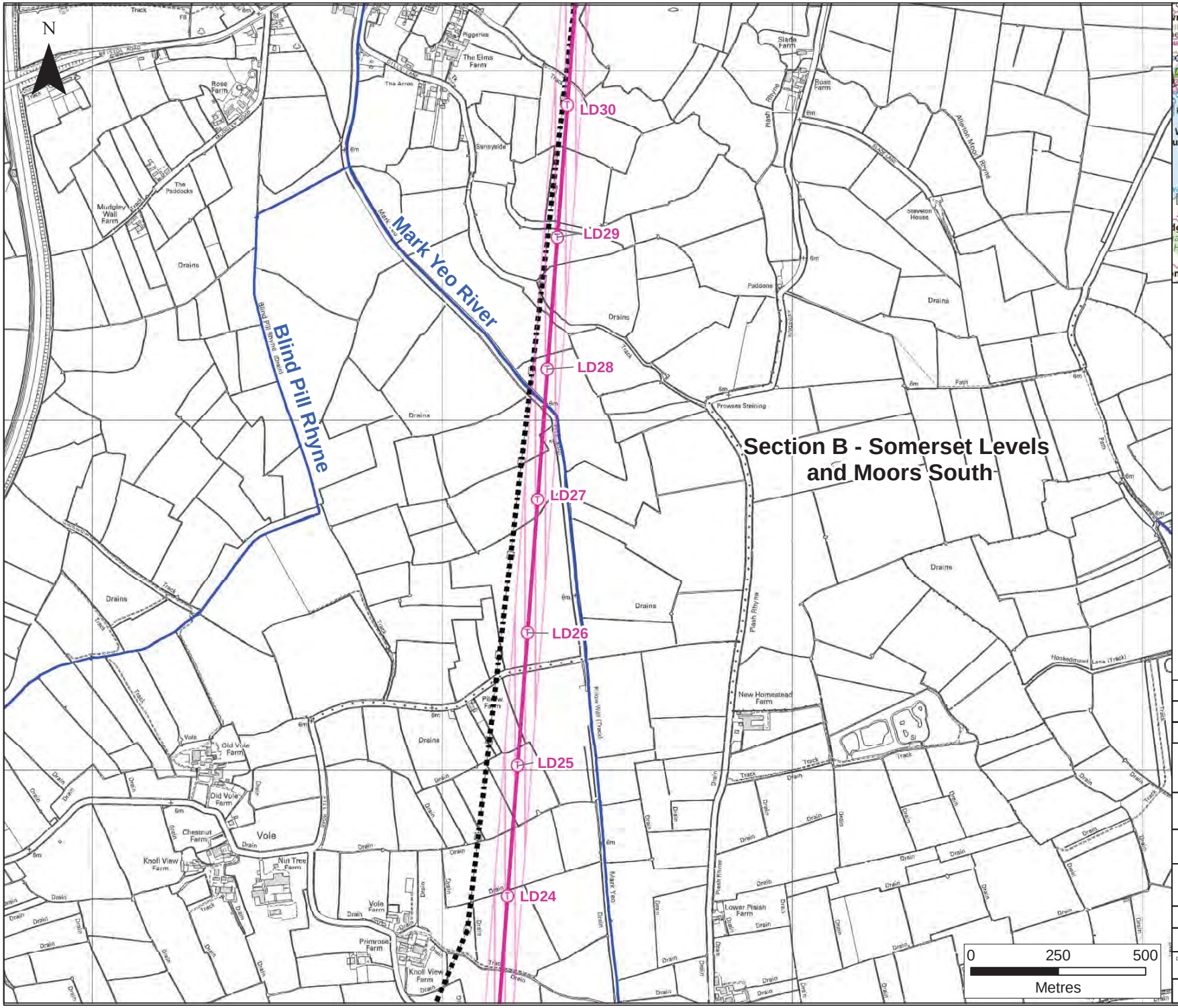
Project Title: **National Grid Hinkley C Connection Project**

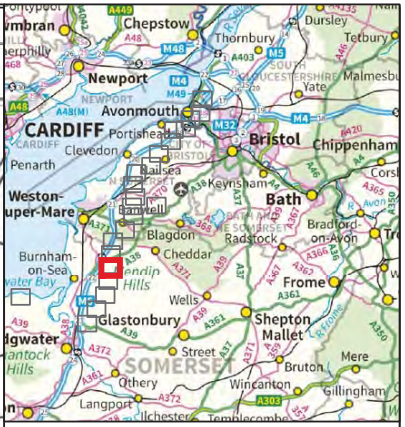
Title: **Proposed Development Operational Phase Works**
Figure 4 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 4 | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
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Client: nationalgrid

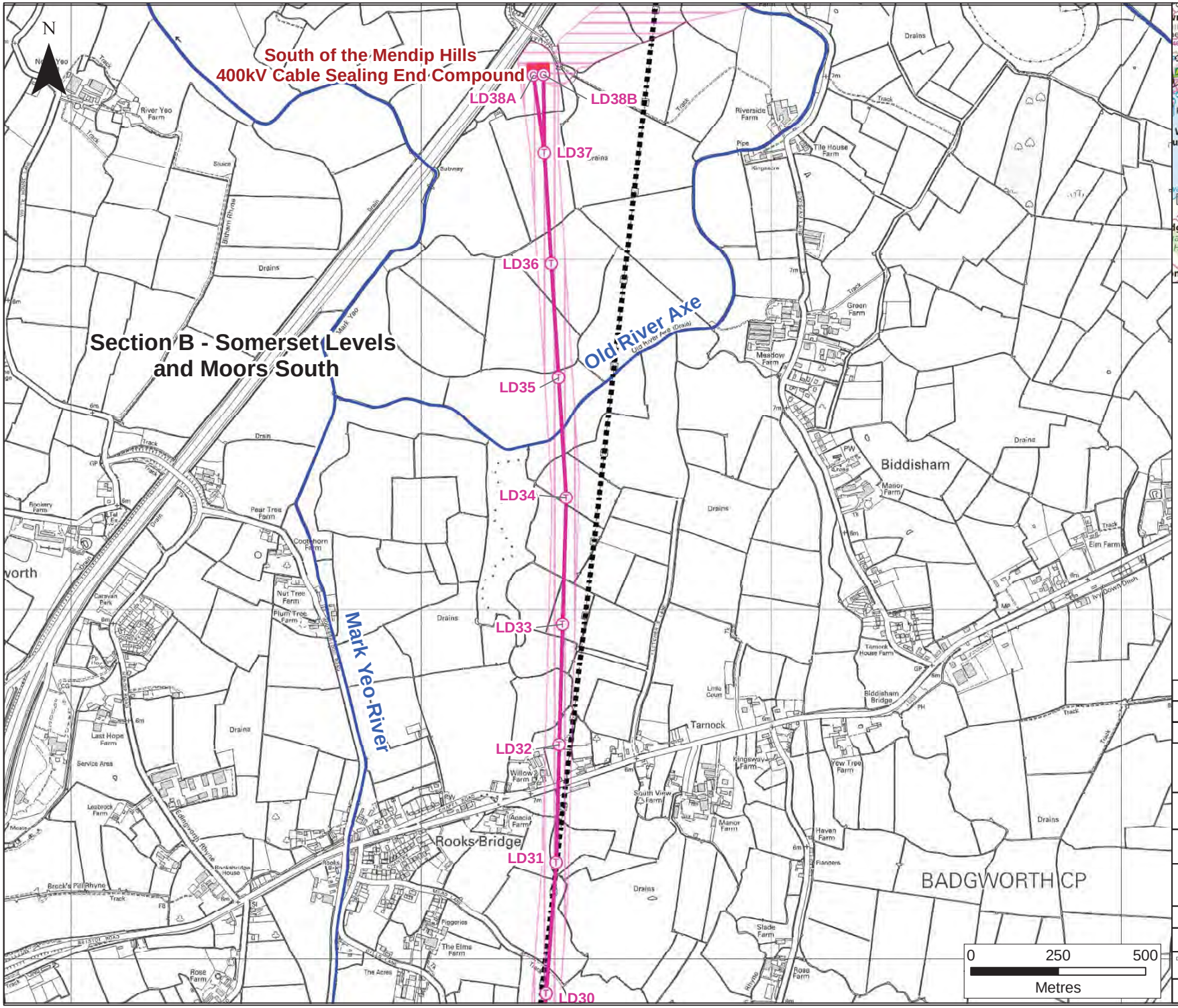
Project Title: **National Grid Hinkley C Connection Project**

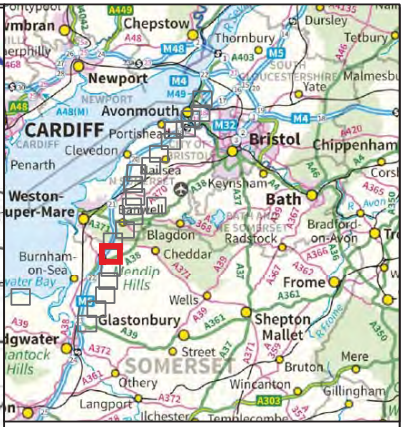
Title: **Proposed Development Operational Phase Works**
Figure 5 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 5 | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
B	OCT 2014	For Issue	PG	SM	SM	SB
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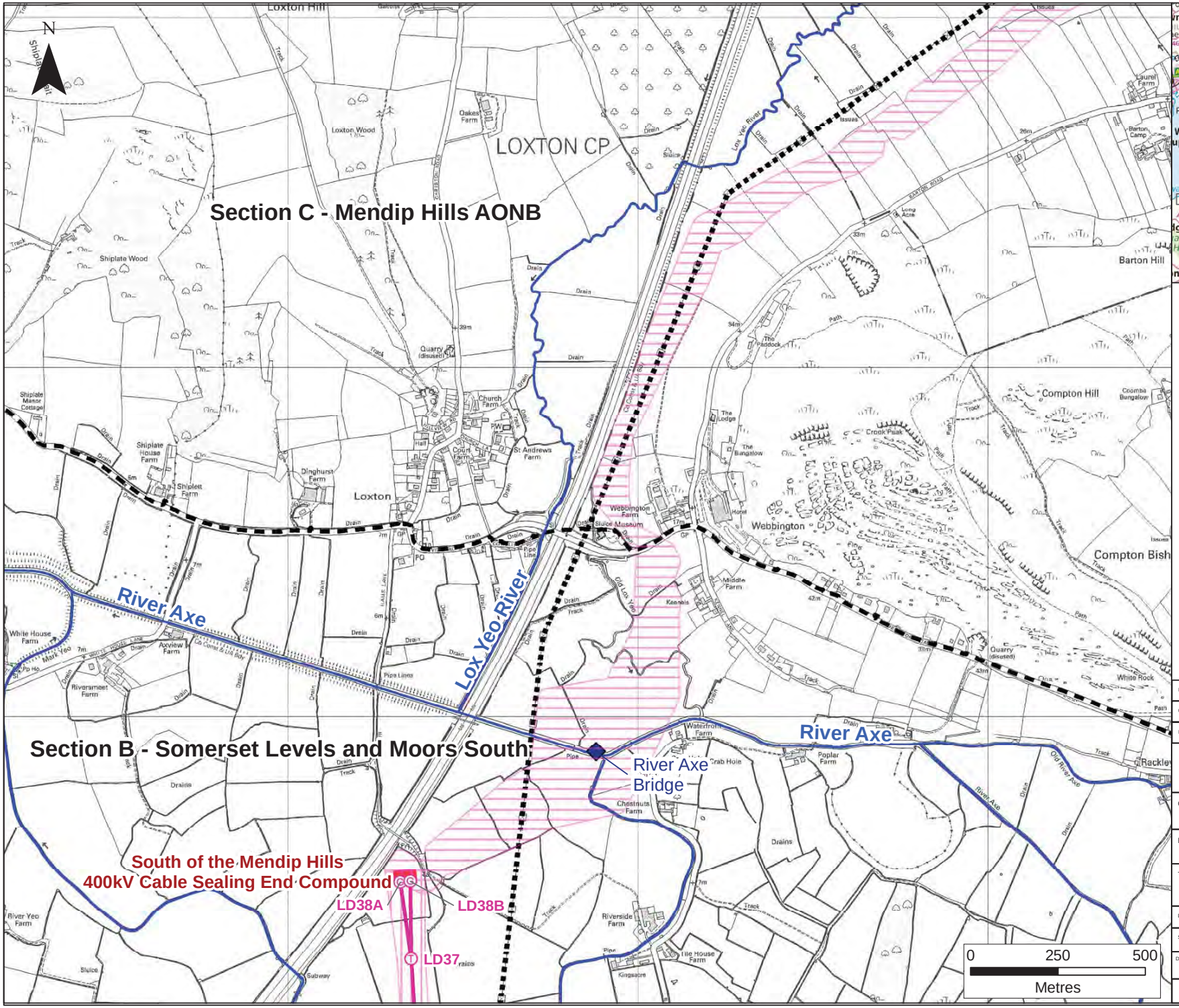
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 6 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 6 | **B**



Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

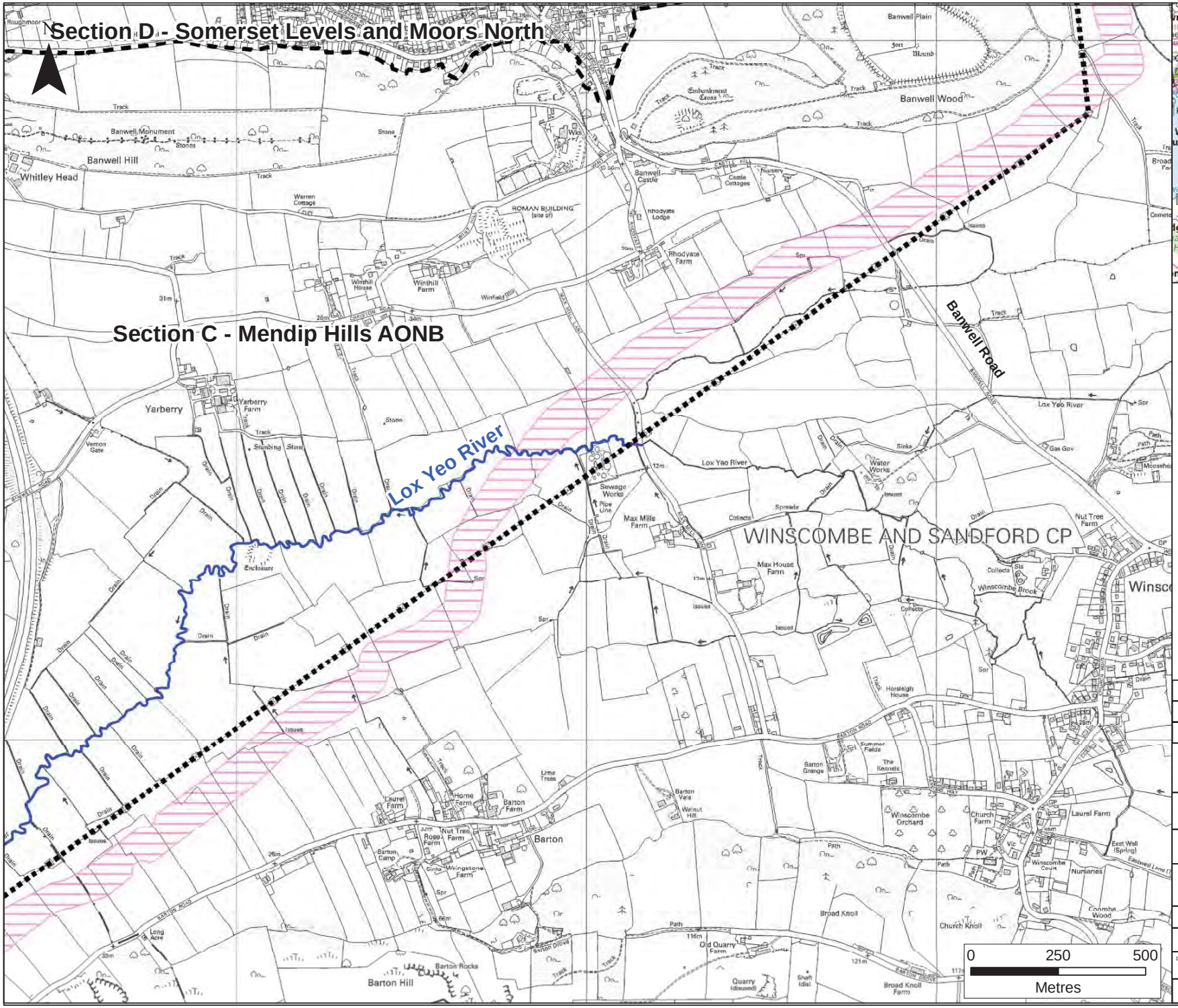
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 7 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 7 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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Client: nationalgrid

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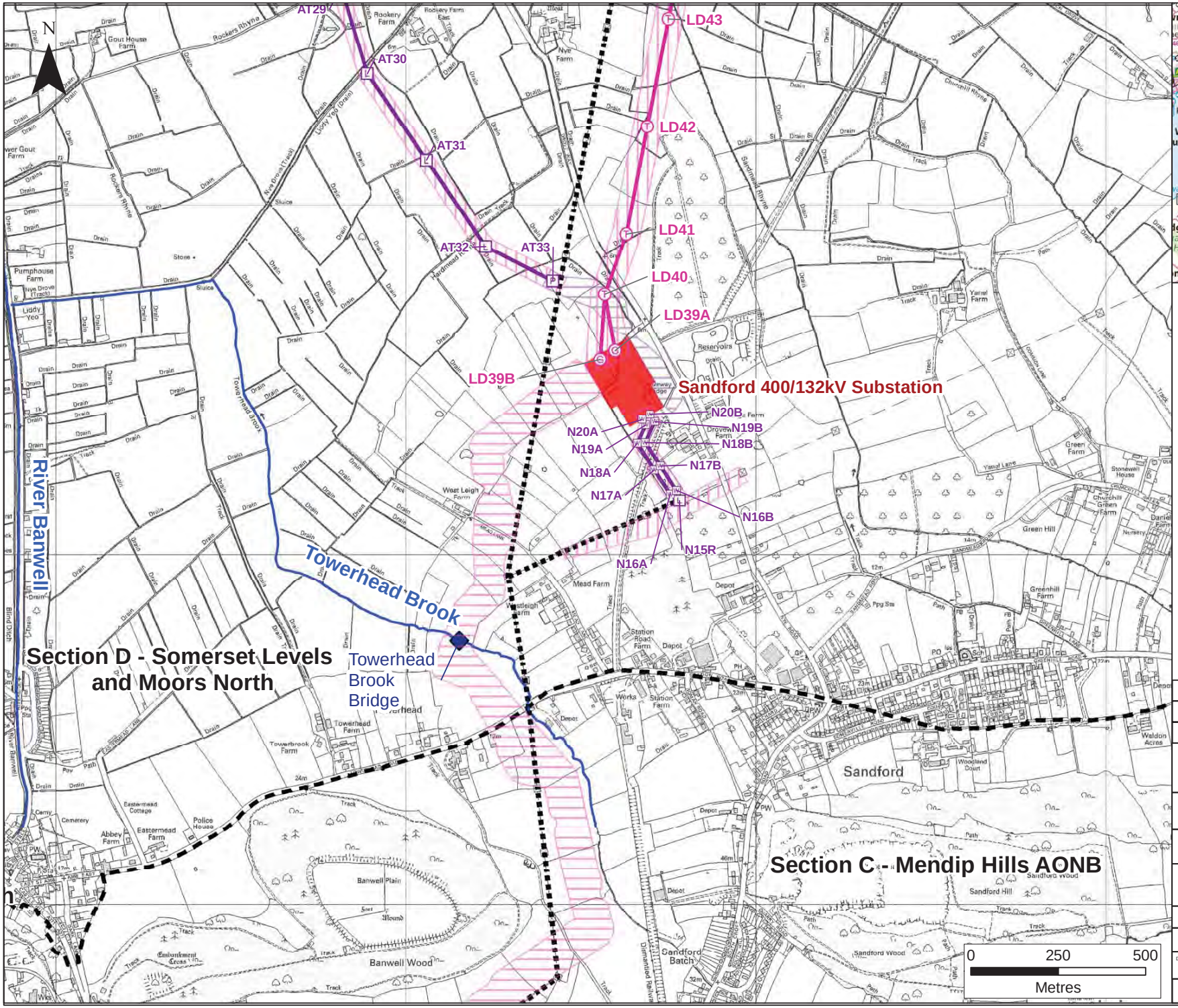
Title: **Proposed Development Operational Phase Works**
Figure 8 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 8 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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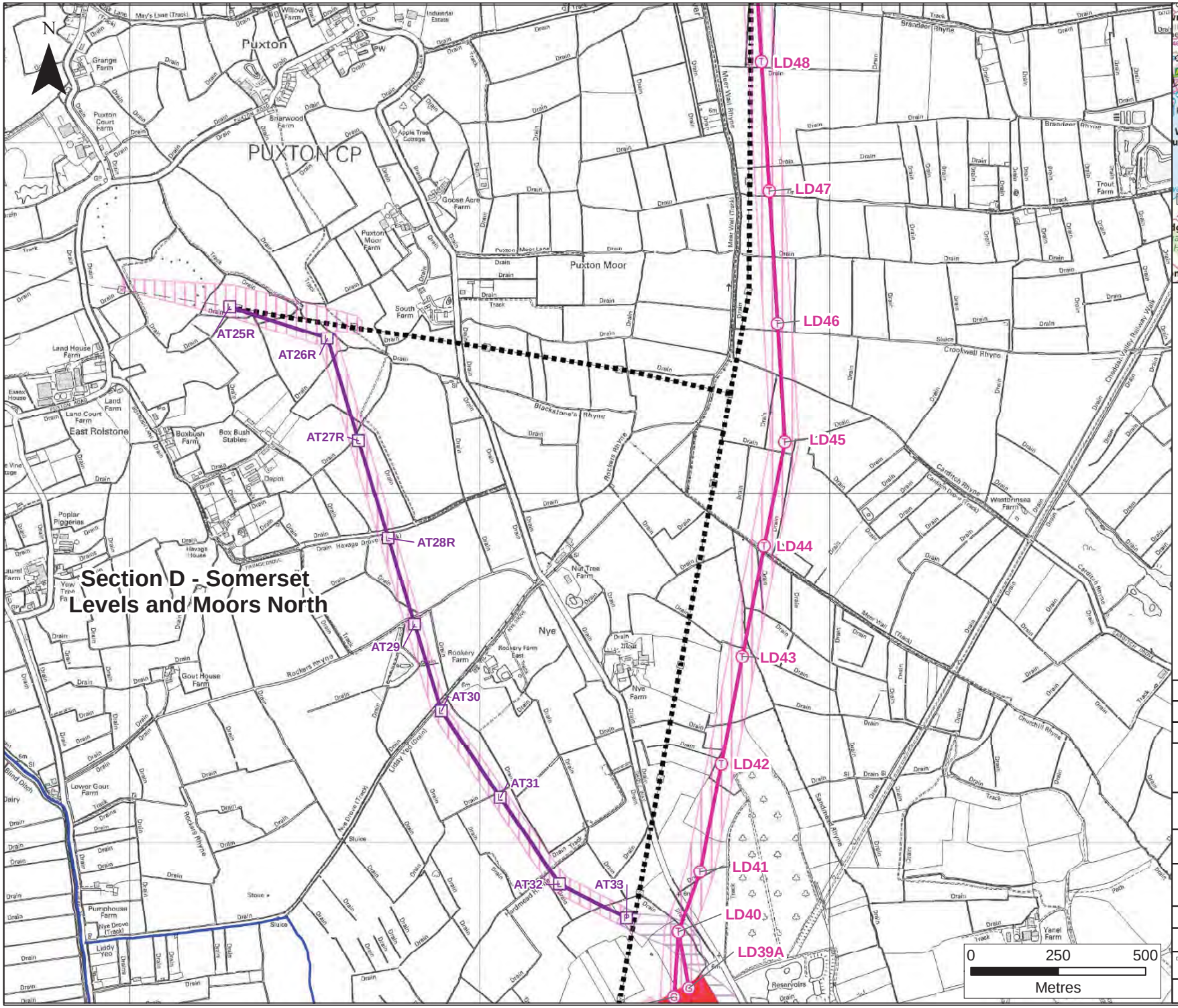
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 9 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 — DO NOT SCALE

Drawing: B2916420 / Appendix D / 9 — **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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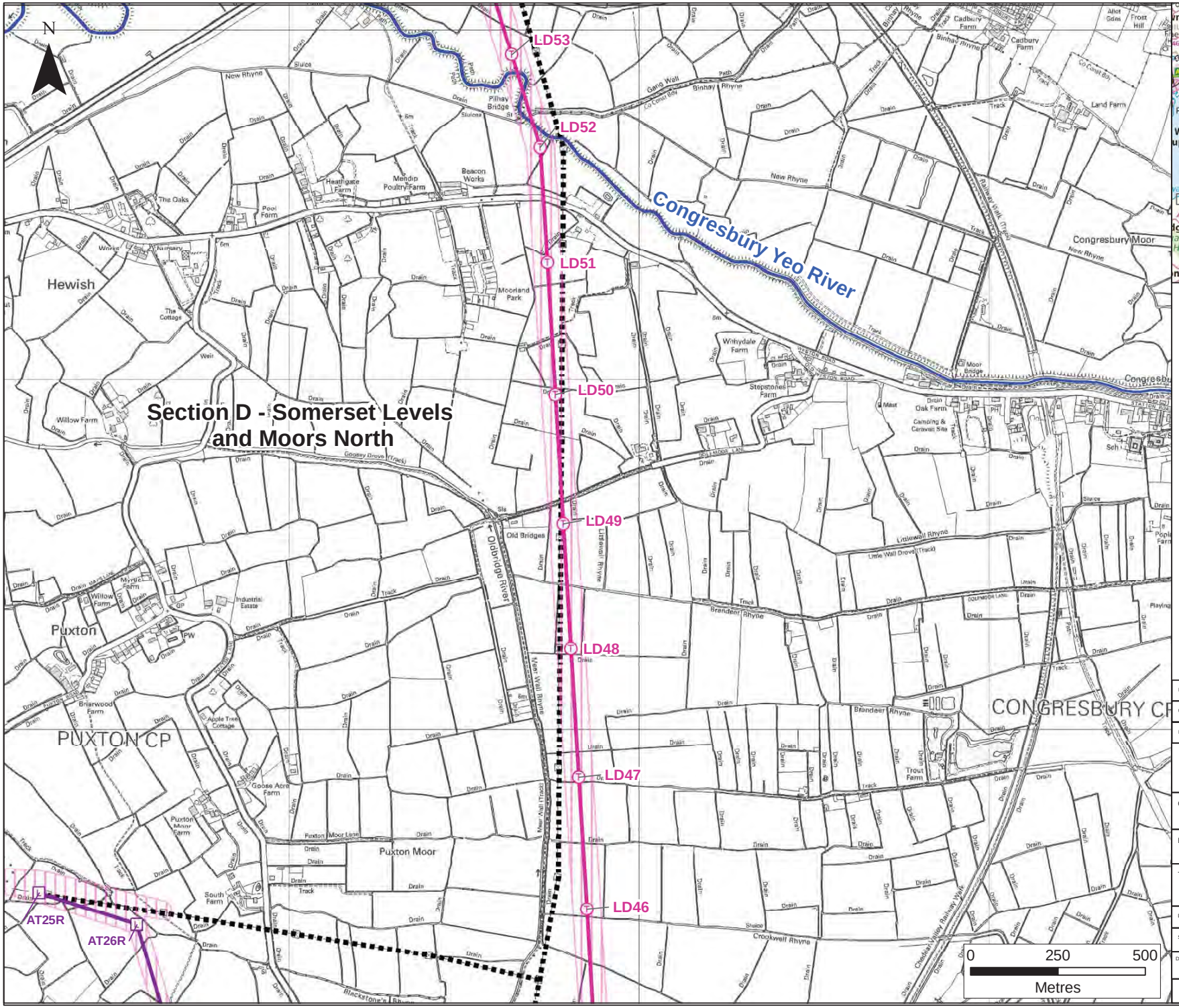
Title: **Proposed Development Operational Phase Works**
Figure 10 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 10 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv'
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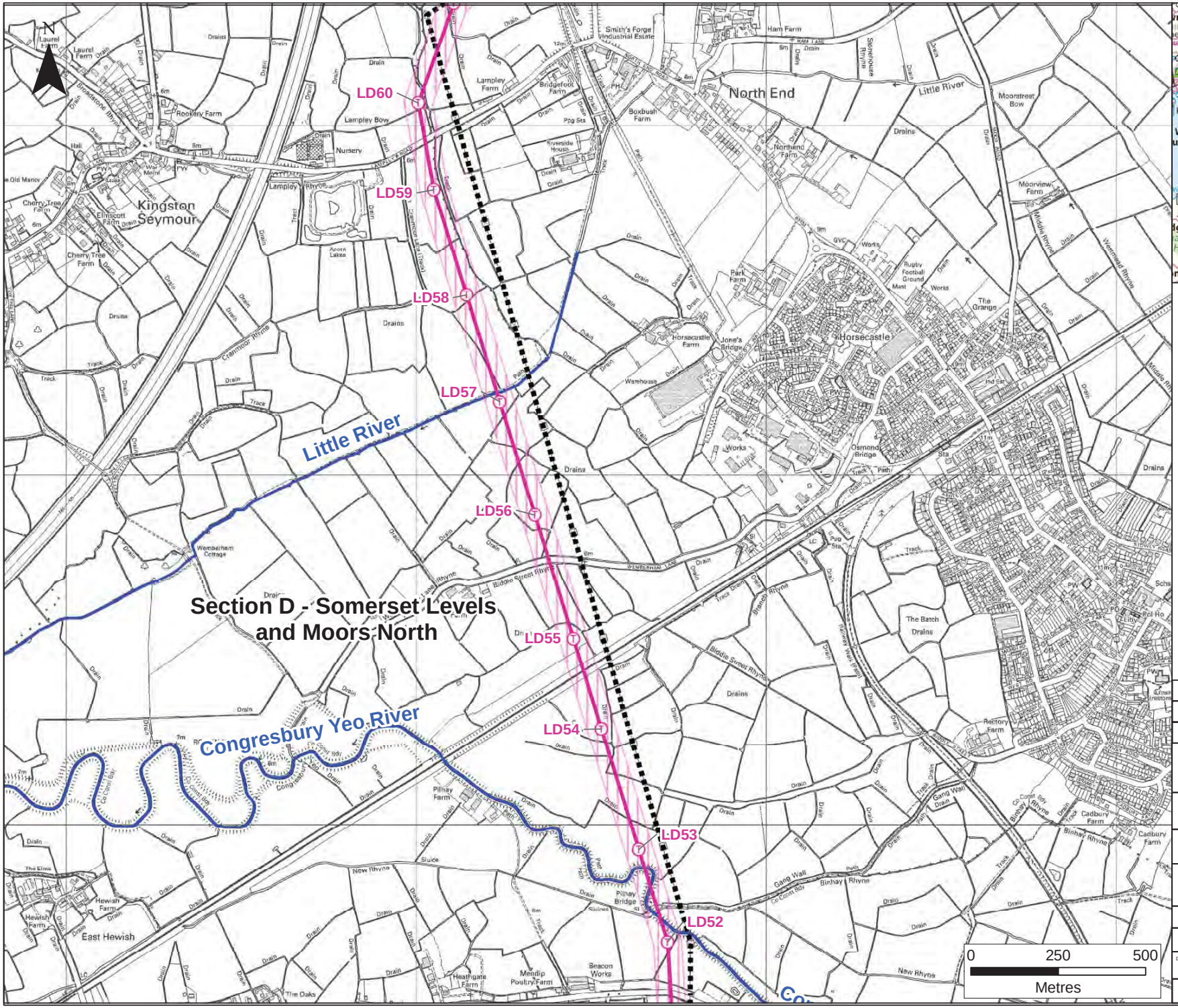
Project Title: **National Grid Hinkley C Connection Project**

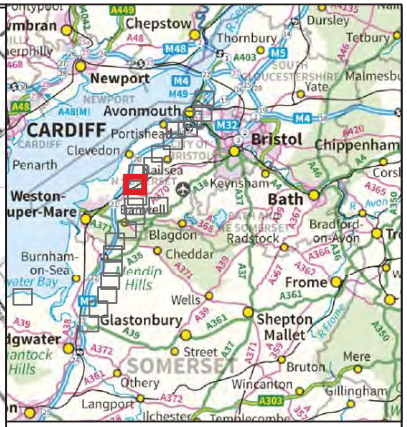
Title: **Proposed Development Operational Phase Works**
Figure 11 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 11 | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'v
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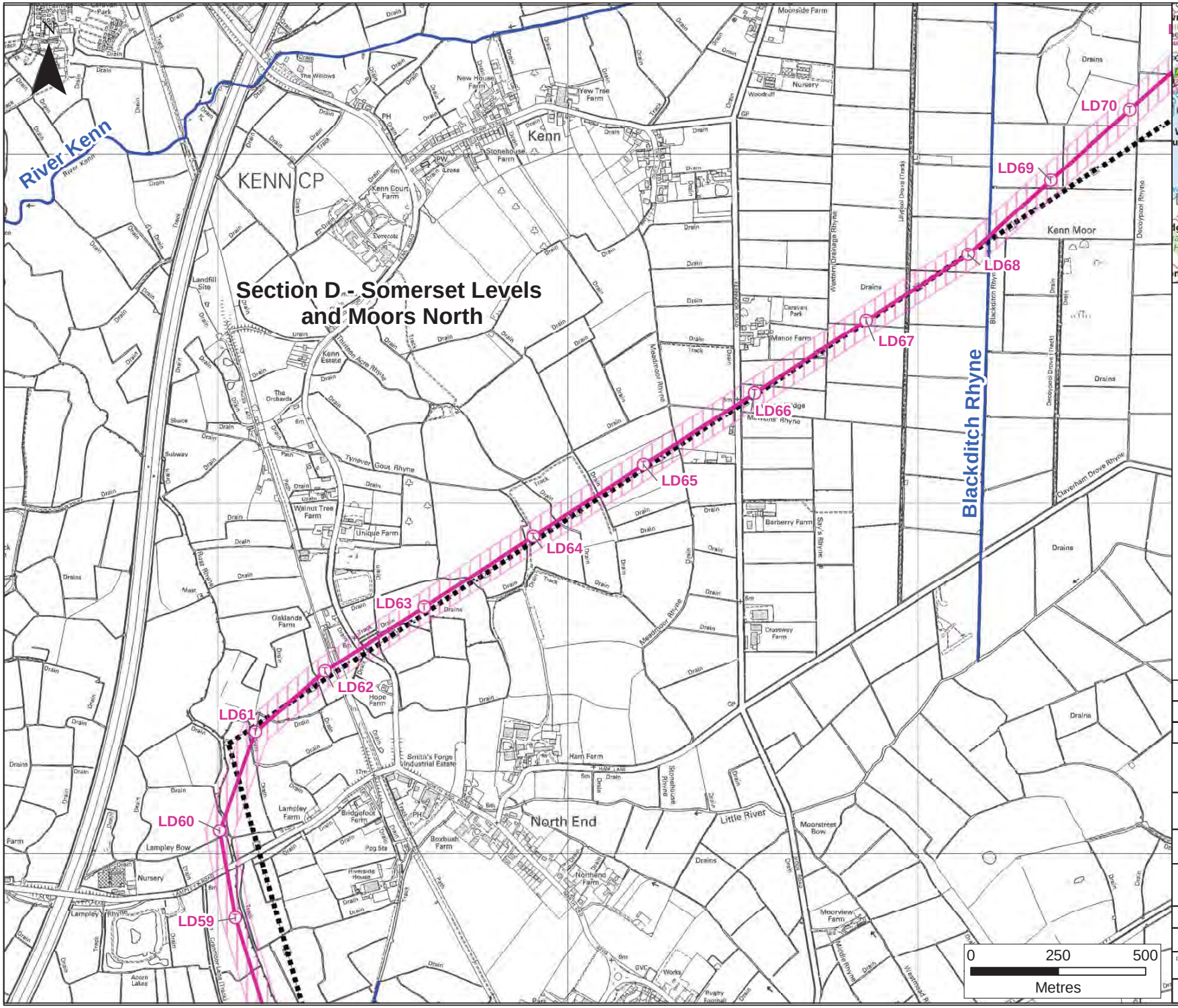
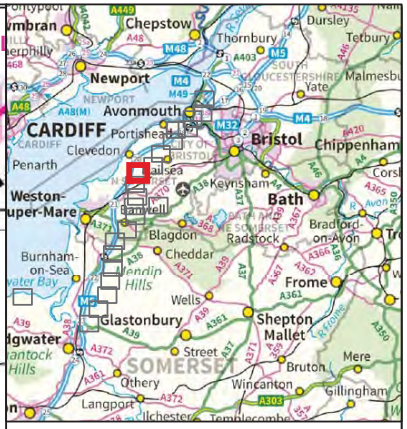
Title: **Proposed Development Operational Phase Works**
Figure 12 of 23

Drawing Status: **Rev B For Issue**

Scale	1:10000	DO NOT SCALE

Drawing: B2916420 / Appendix D / 12 — **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
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Client: nationalgrid

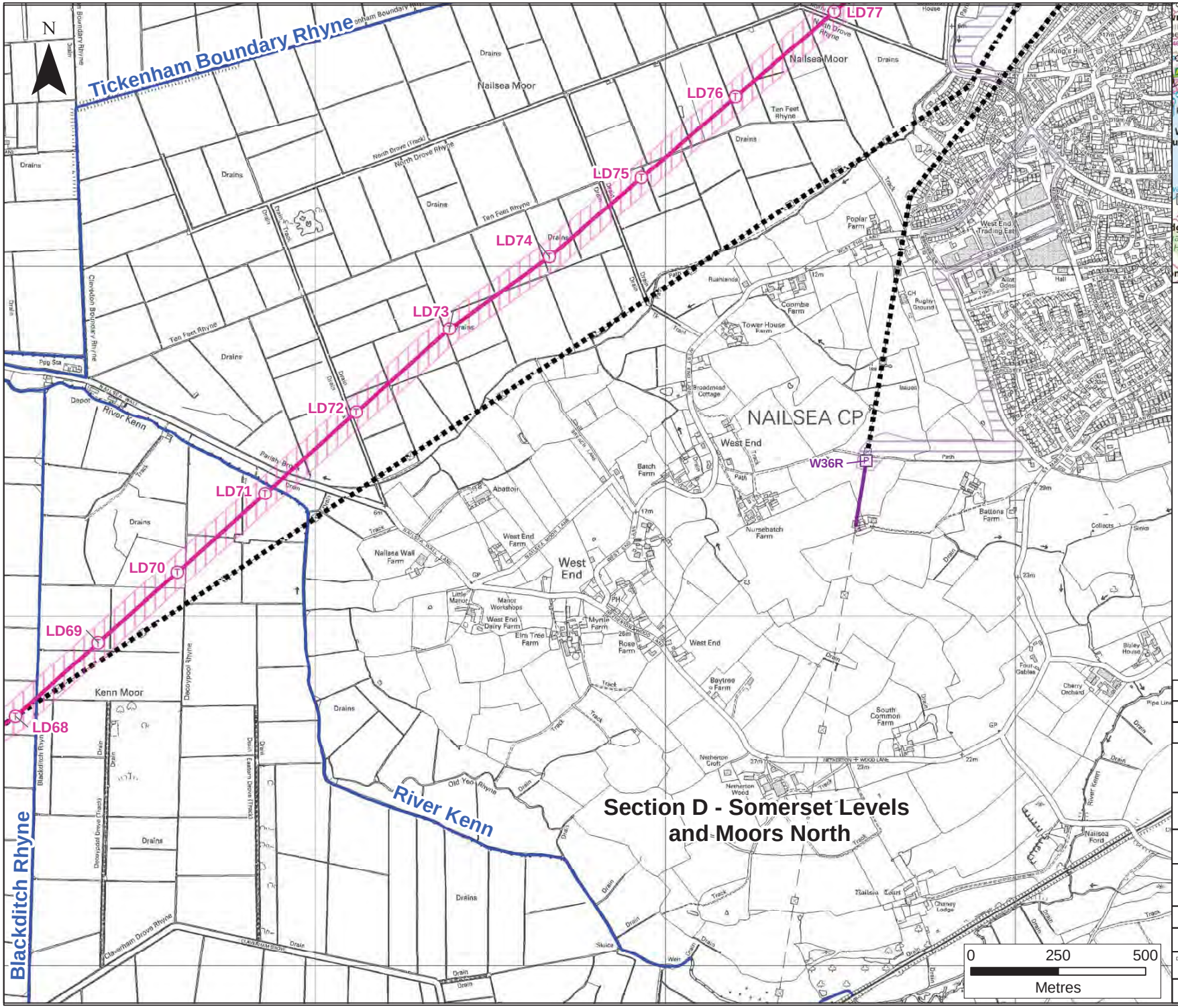
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 13 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 13 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
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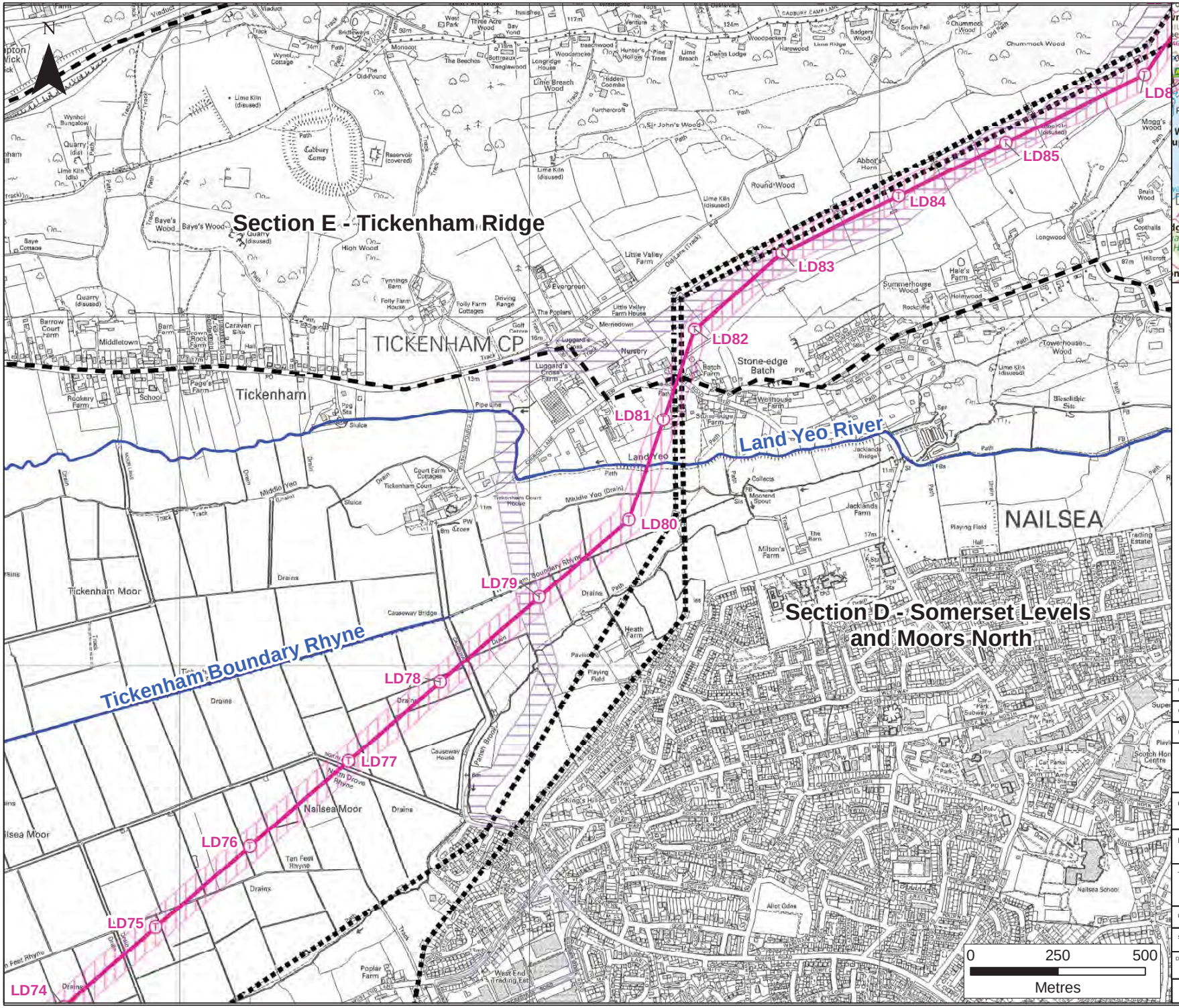
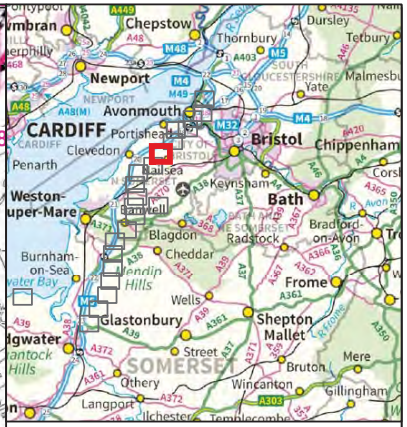
Title: **Proposed Development Operational Phase Works**
Figure 14 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 14 | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
B	OCT 2014	For Issue	PG	SM	SM	SB
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Client: nationalgrid

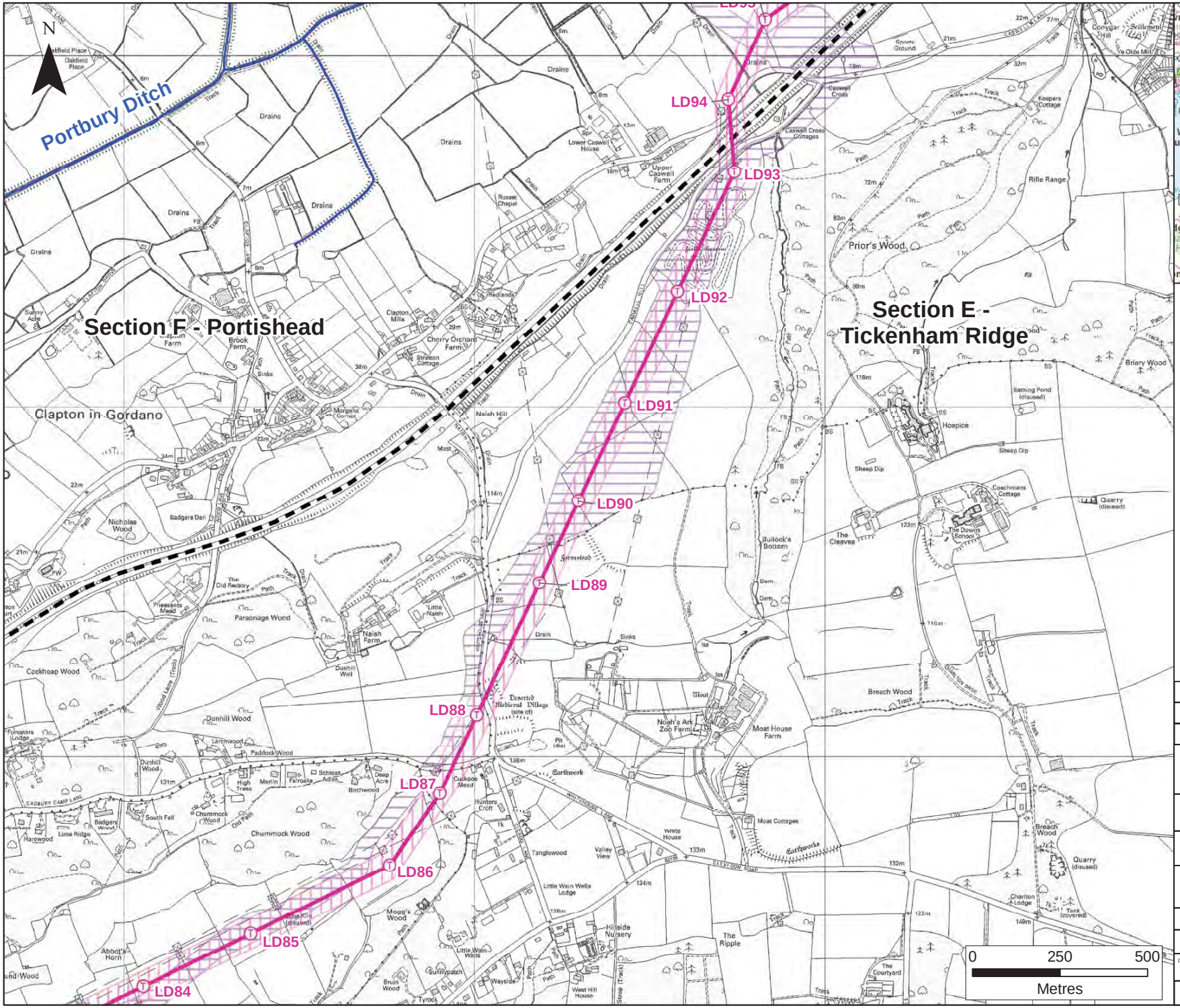
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 15 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 15 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
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Client: nationalgrid

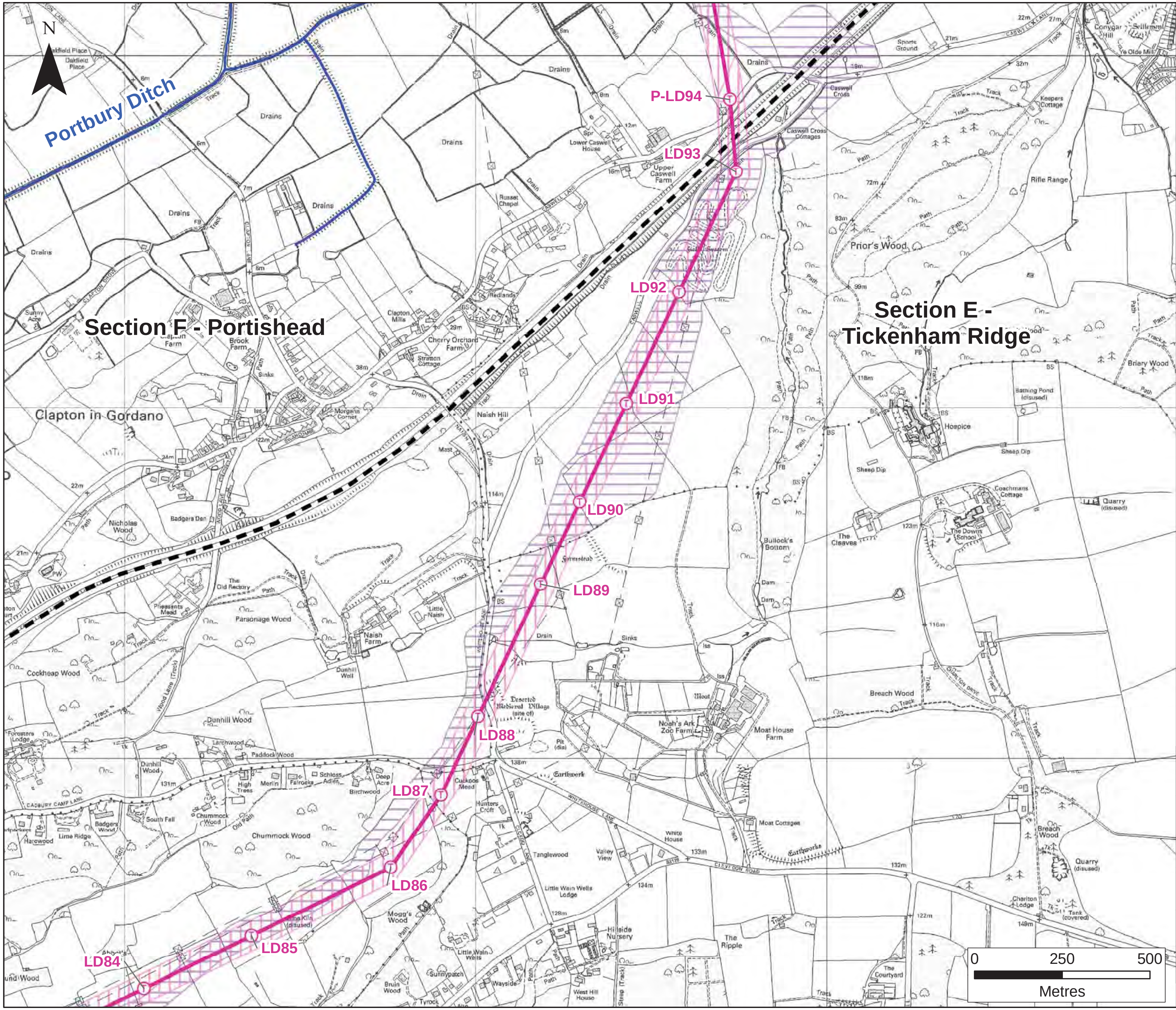
Project Title: **National Grid Hinkley C Connection Project**

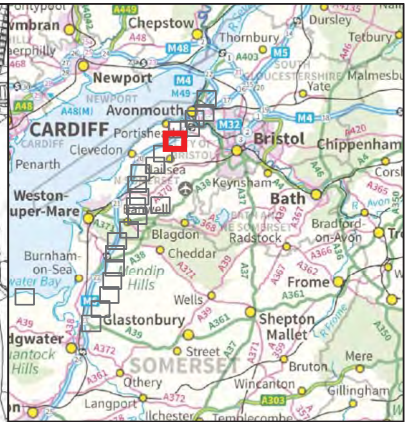
Title: **Proposed Development Operational Phase Works - Route Option A**
Figure 16 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D /16 A | **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

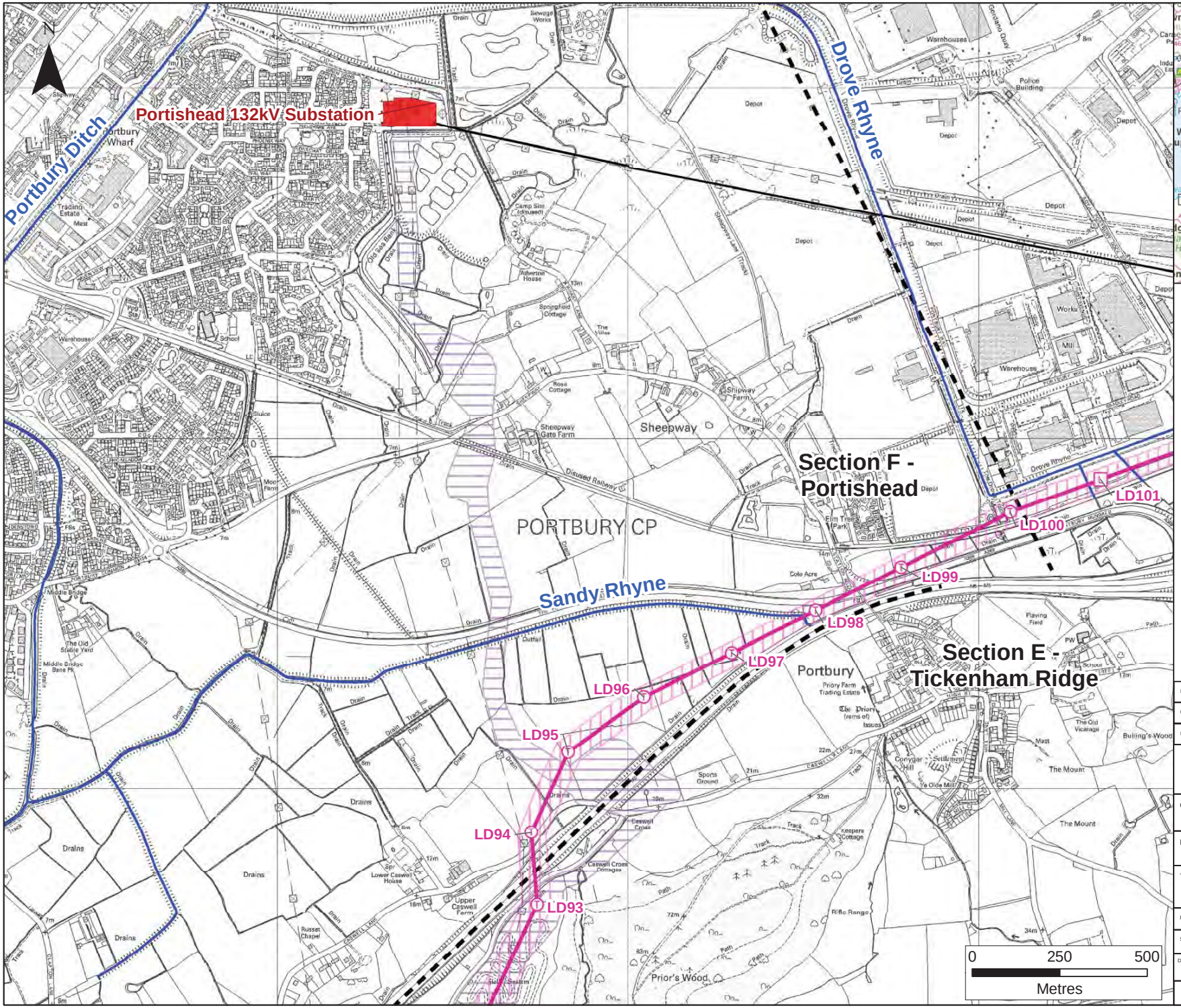
Project Title: **National Grid Hinkley C Connection Project**

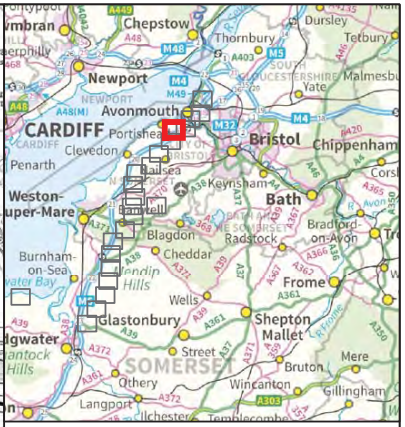
Title: **Proposed Development Operational Phase Works - Route Option B**
Figure 16 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 — DO NOT SCALE

Drawing: B2916420 / Appendix D /16 B — **B**





Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
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- Permanent Watercourse Crossing
- Principal Watercourse
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0	MARCH 14	DCO Submission	PG	SG	SM	IB
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Client: nationalgrid

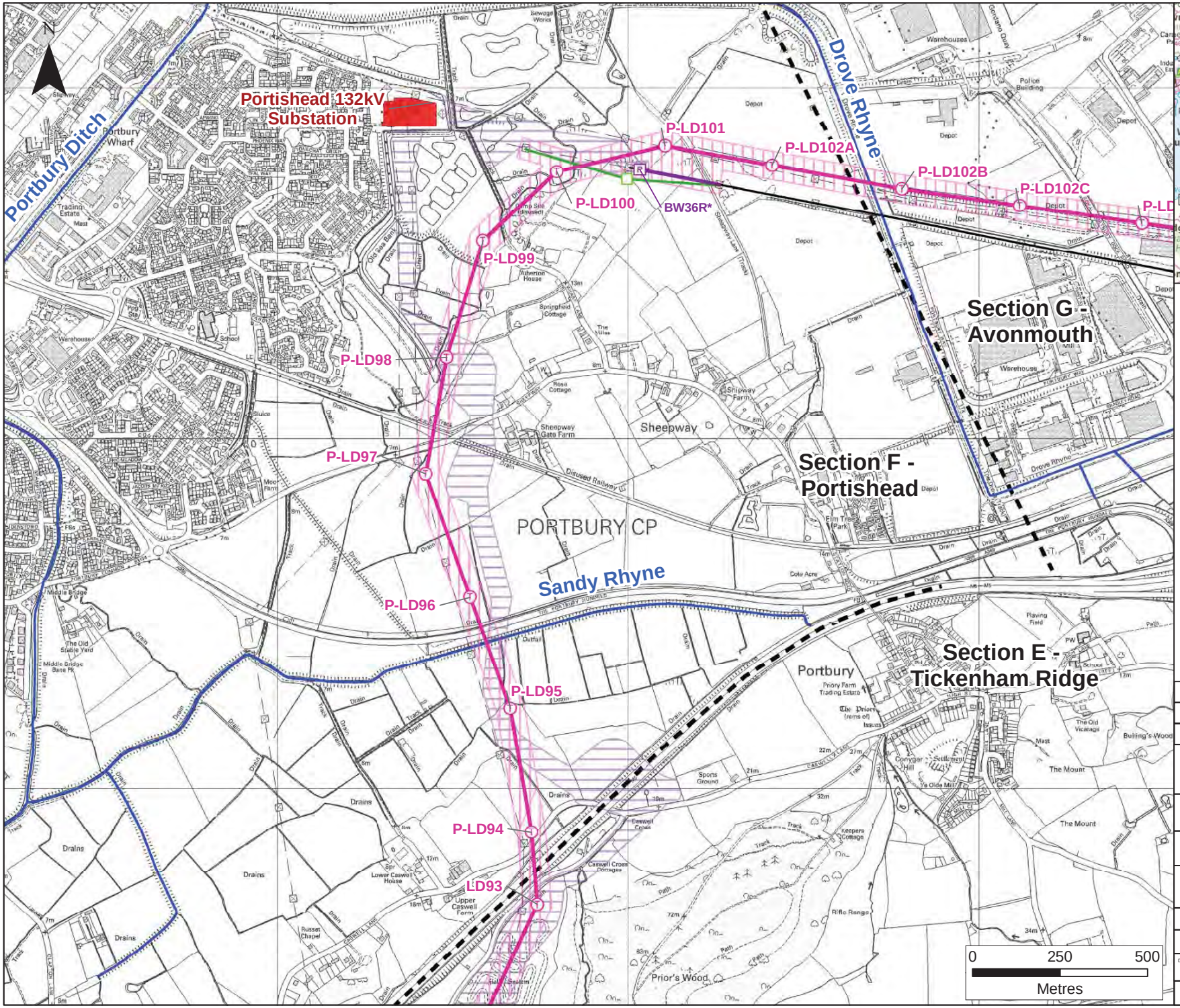
Project Title: **National Grid Hinkley C Connection Project**

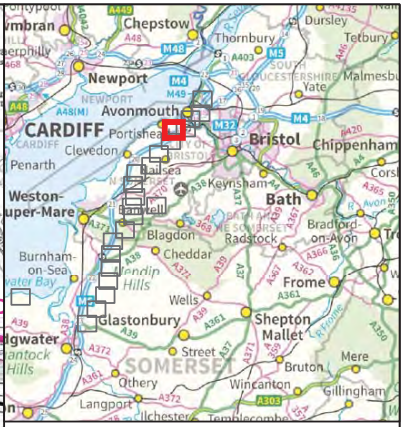
Title: **Proposed Development Operational Phase Works - Route Option A**
Figure 17 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D /17 A | **B**





Key

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- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
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- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

B	OCT 2014	For Issue	PG	SM	SM	SB
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Client: nationalgrid

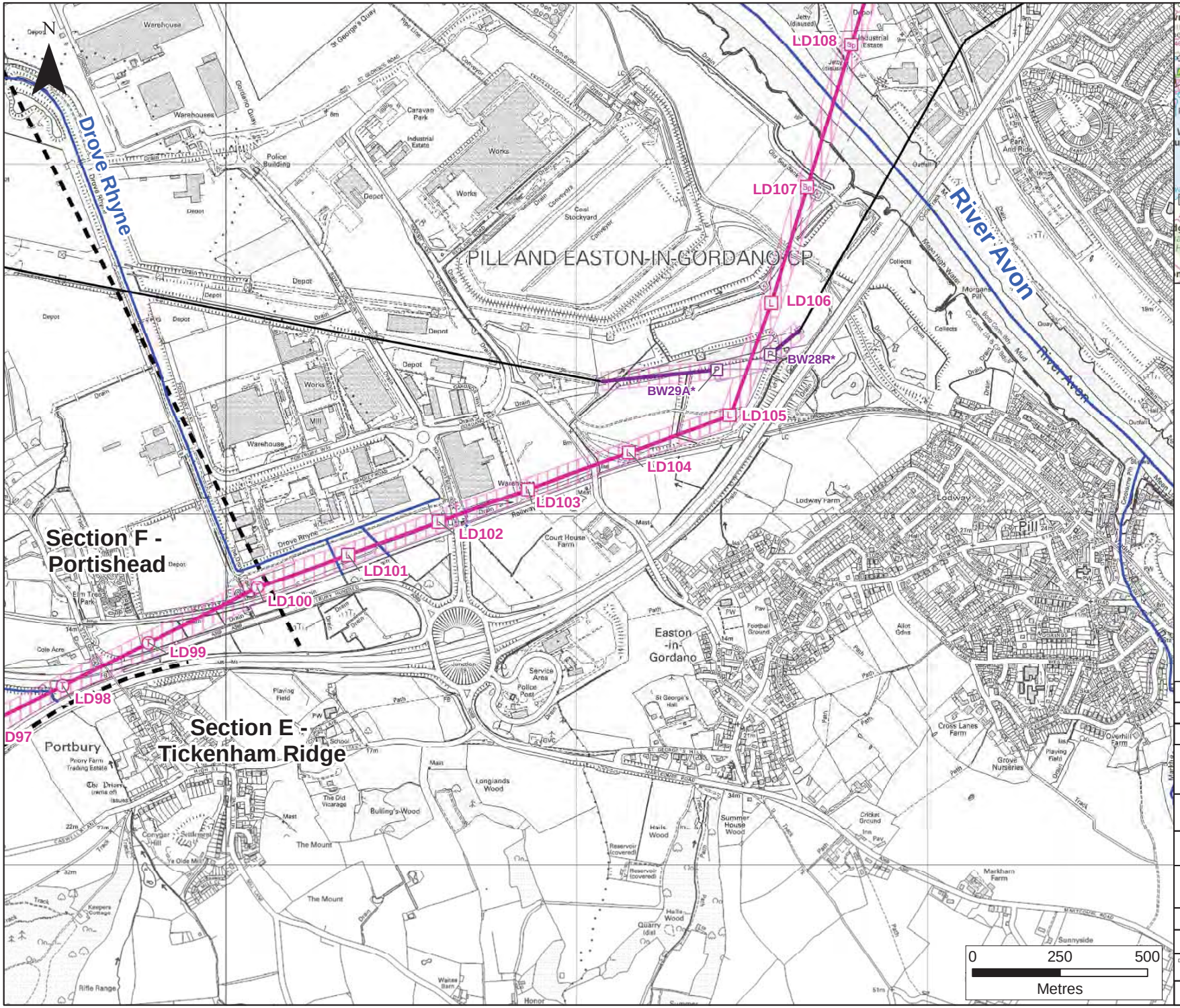
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works - Route Option B**
Figure 17 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D /17 B | **B**



Key

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- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
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Client: nationalgrid

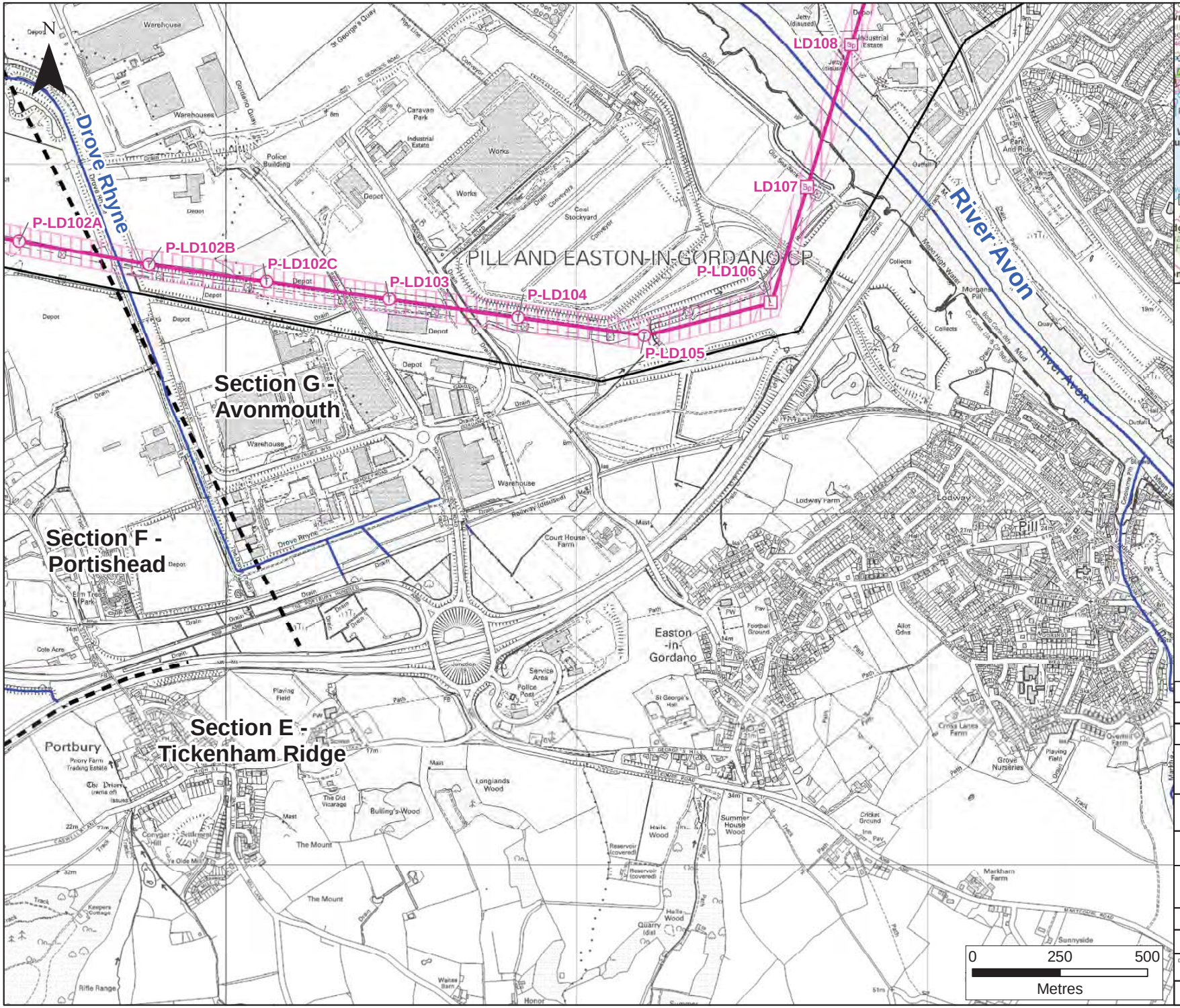
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works - Route Option A**
Figure 18 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D /18 A | **B**



Key

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- Proposed 400/132kV Overhead Line Route Limit of Deviation
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- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
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- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

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Client: nationalgrid

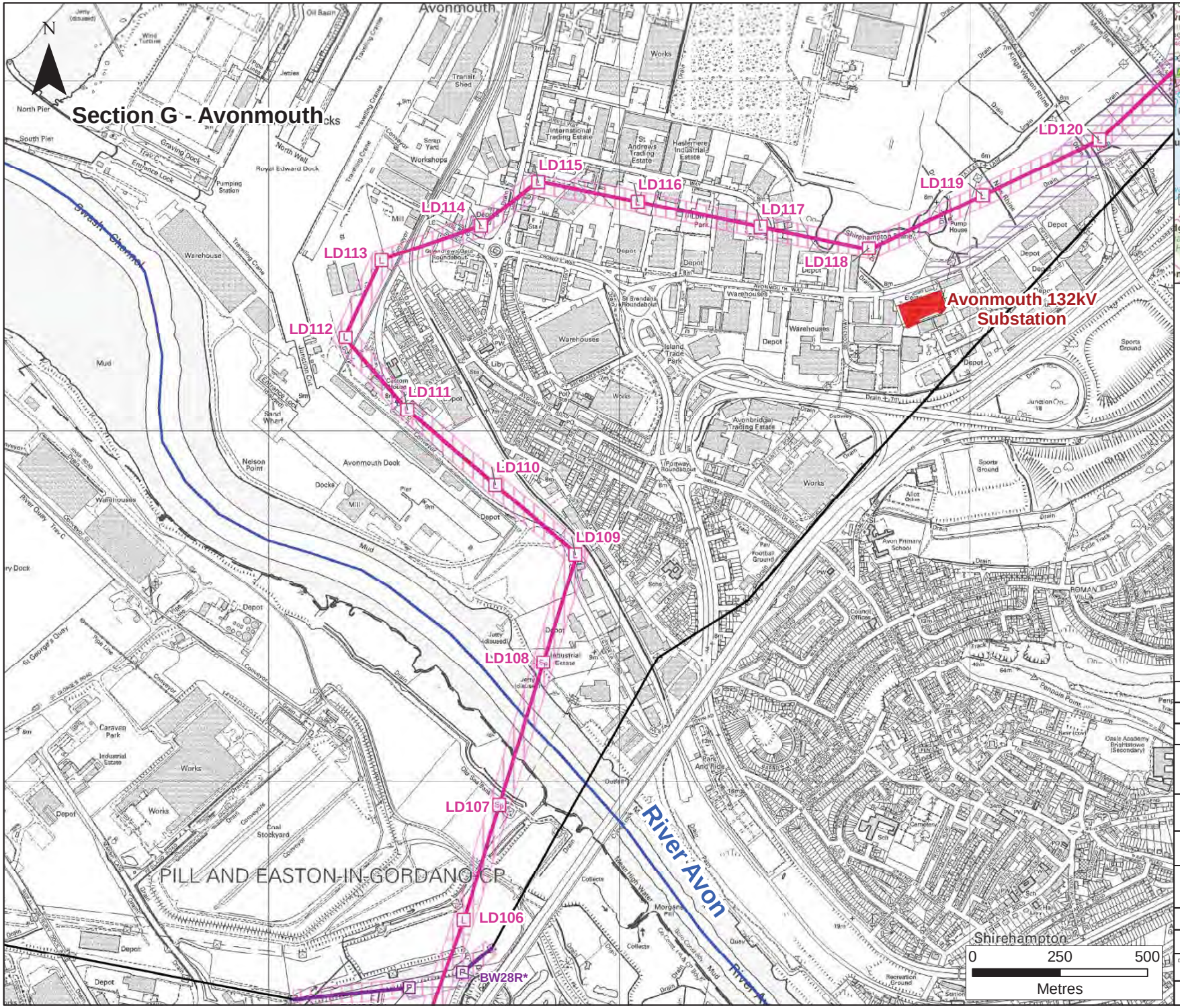
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works - Route Option B**
Figure 18 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D /18 B | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
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- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
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- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
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Client: nationalgrid

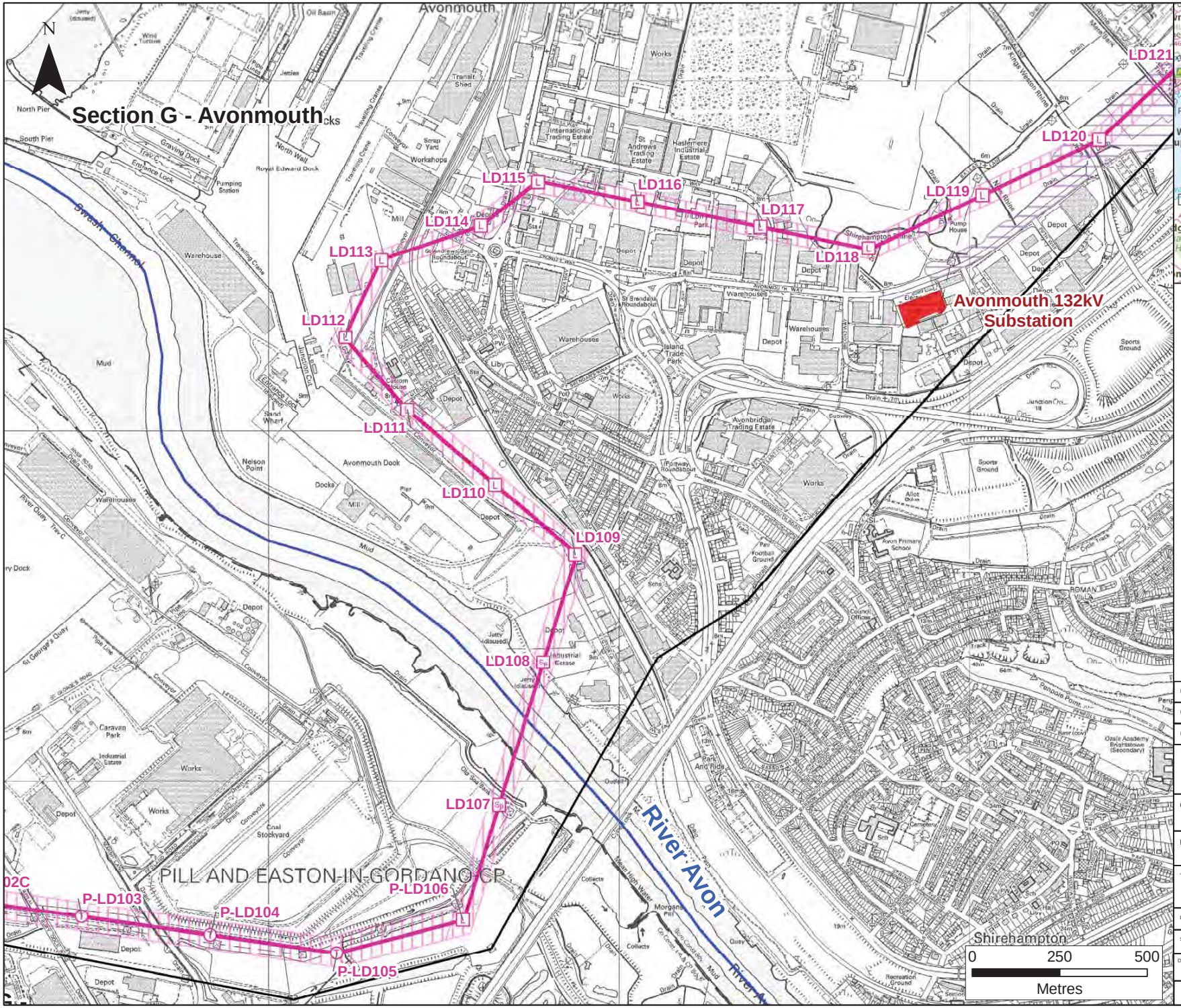
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works - Route Option A**
Figure 19 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D /19 A | **B**



Key

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- Proposed 132kV Standard Lattice Pylon Position
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Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
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0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

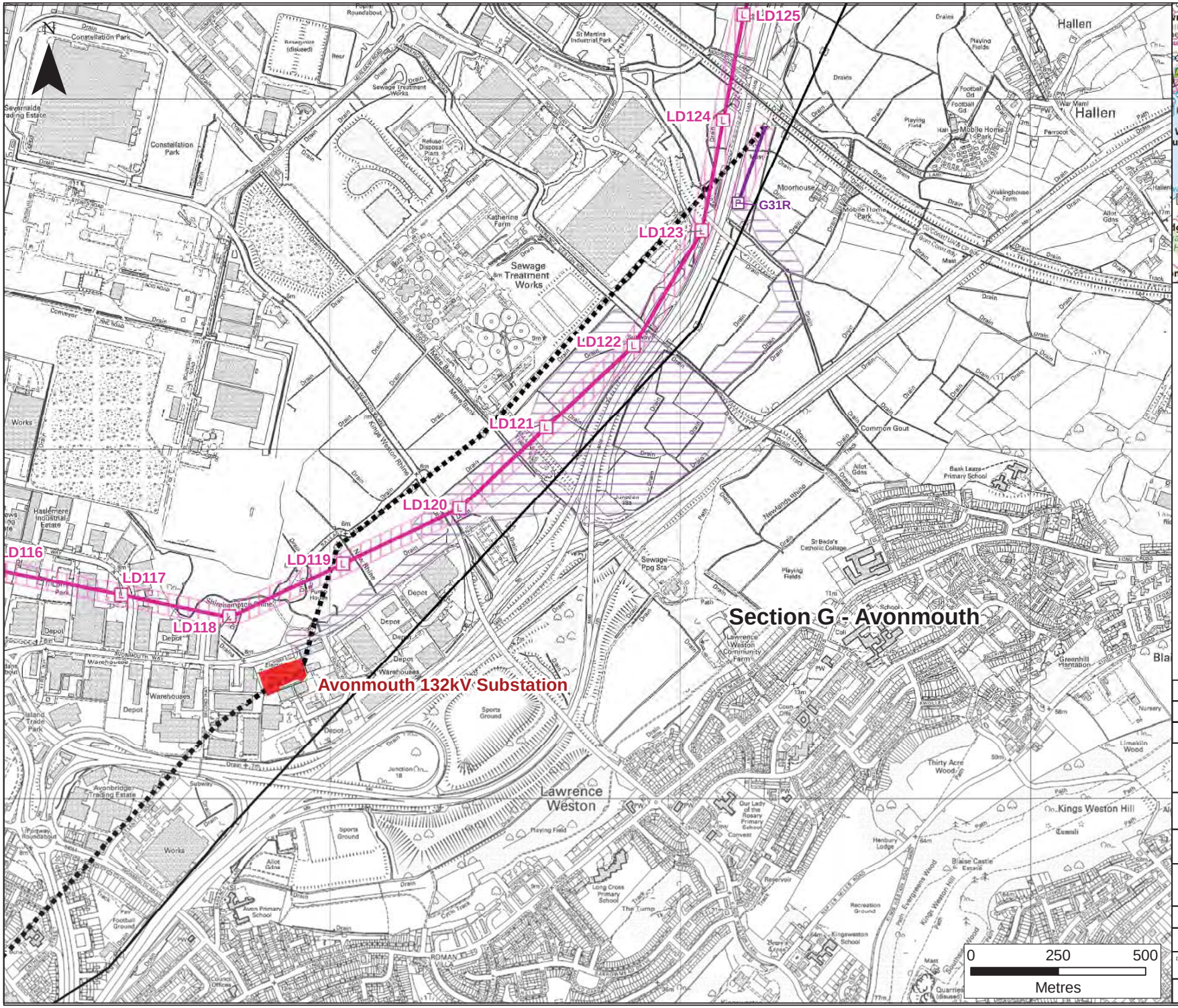
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works - Route Option B**
Figure 19 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D /19 B | **B**



Key

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- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

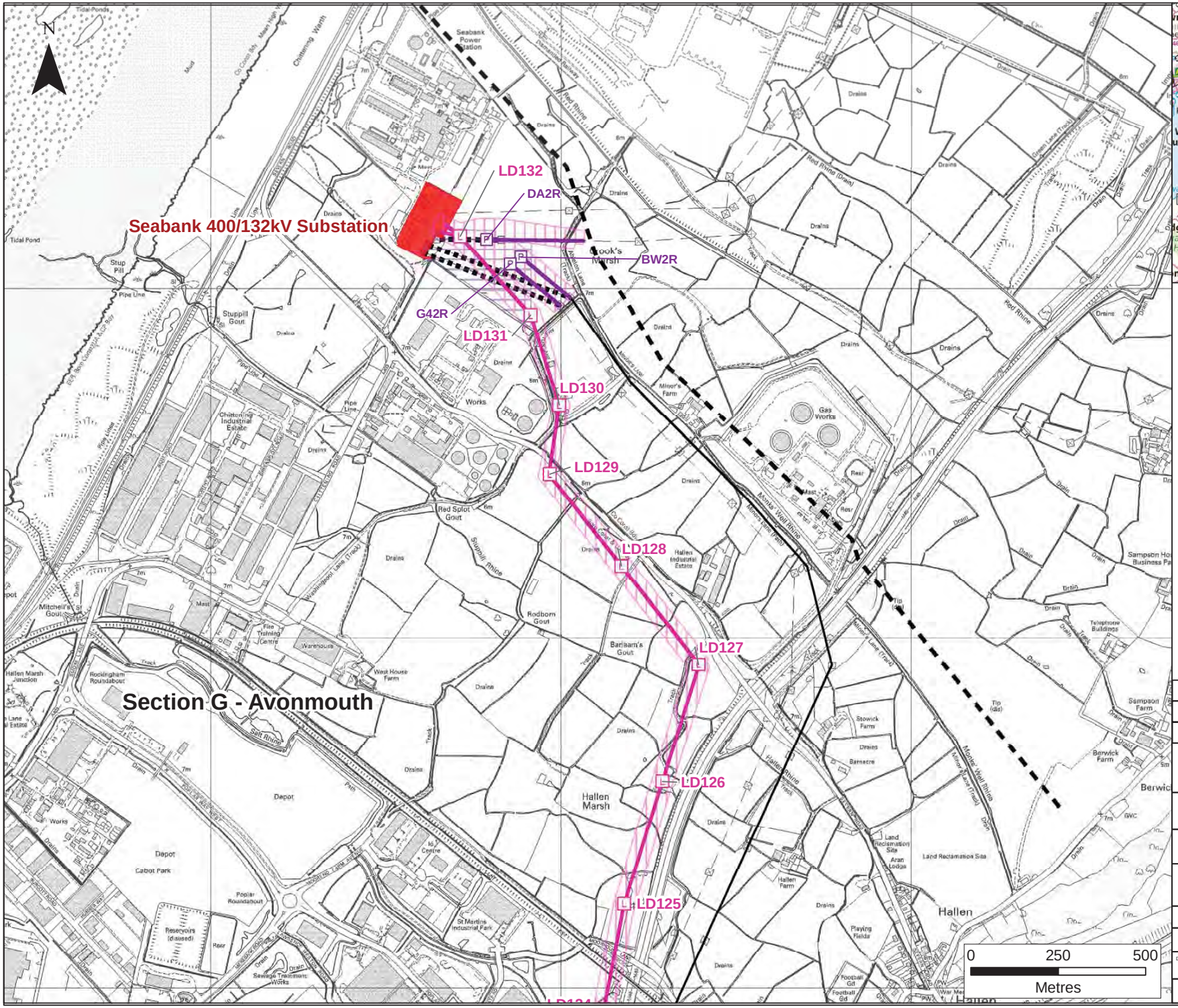
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 20 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 20 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
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- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Existing or Proposed Substation or Cable Sealing End Compound
- Permanent Watercourse Crossing
- Principal Watercourse
- Section Boundary

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

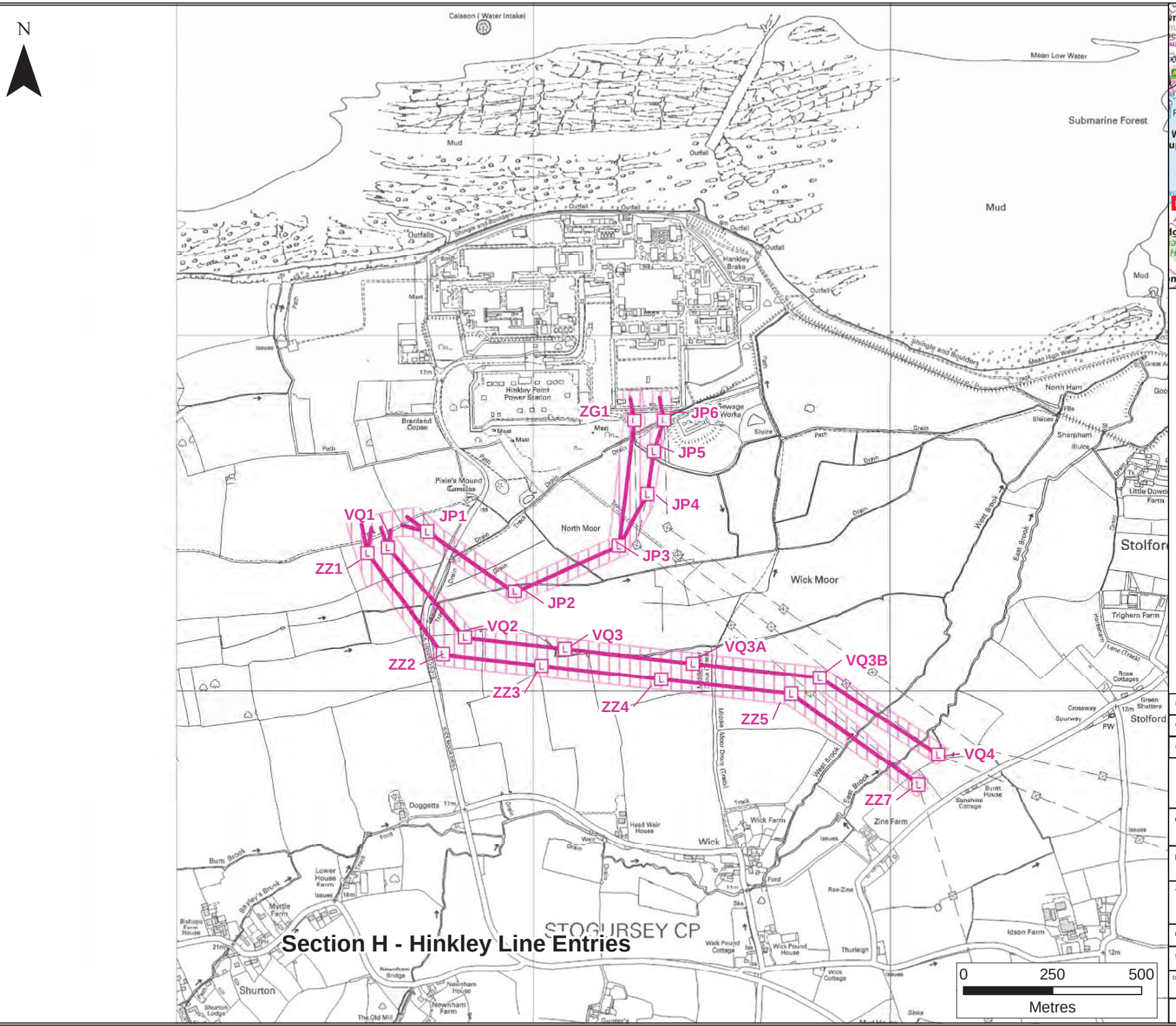
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 21 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 21 | **B**



Key

- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
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- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed 132kV Lattice Platform Pylon Position
- Proposed 132kV Standard Lattice Pylon Position
- Proposed 132kV Wood Pole Pylon Position
- Proposed Route for 132kV Overhead Line
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- Principal Watercourse
- Section Boundary

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0	MARCH 14	DCO Submission	PG	SG	SM	IB

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www.jacobs.com

Client: nationalgrid

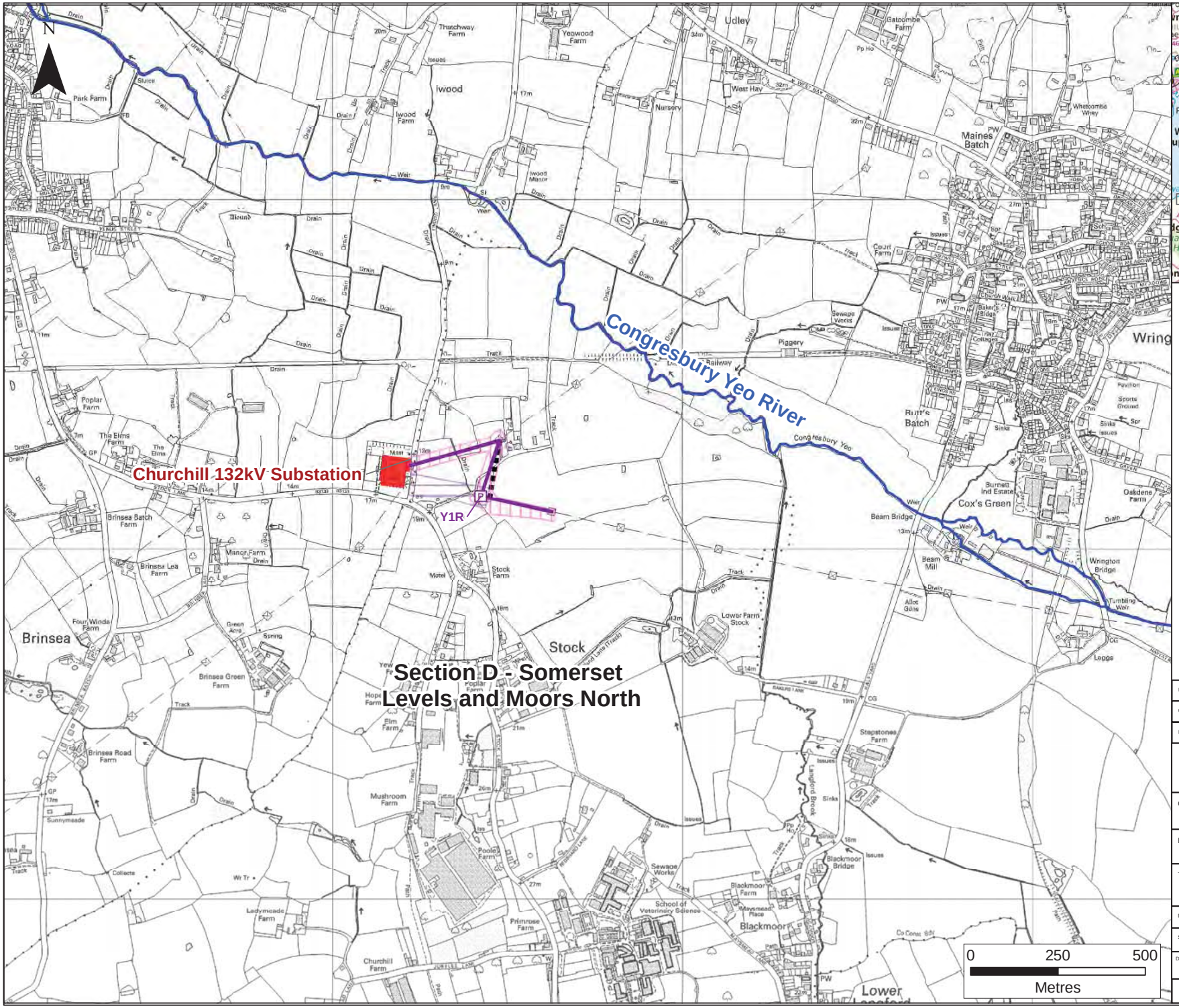
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 22 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix D / 22 | **B**



Key

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- Proposed 400kV "Goalpost" Pylon Position
- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
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Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'd
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Client: nationalgrid

Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Operational Phase Works**
Figure 23 of 23

Drawing Status: **Rev B For Issue**

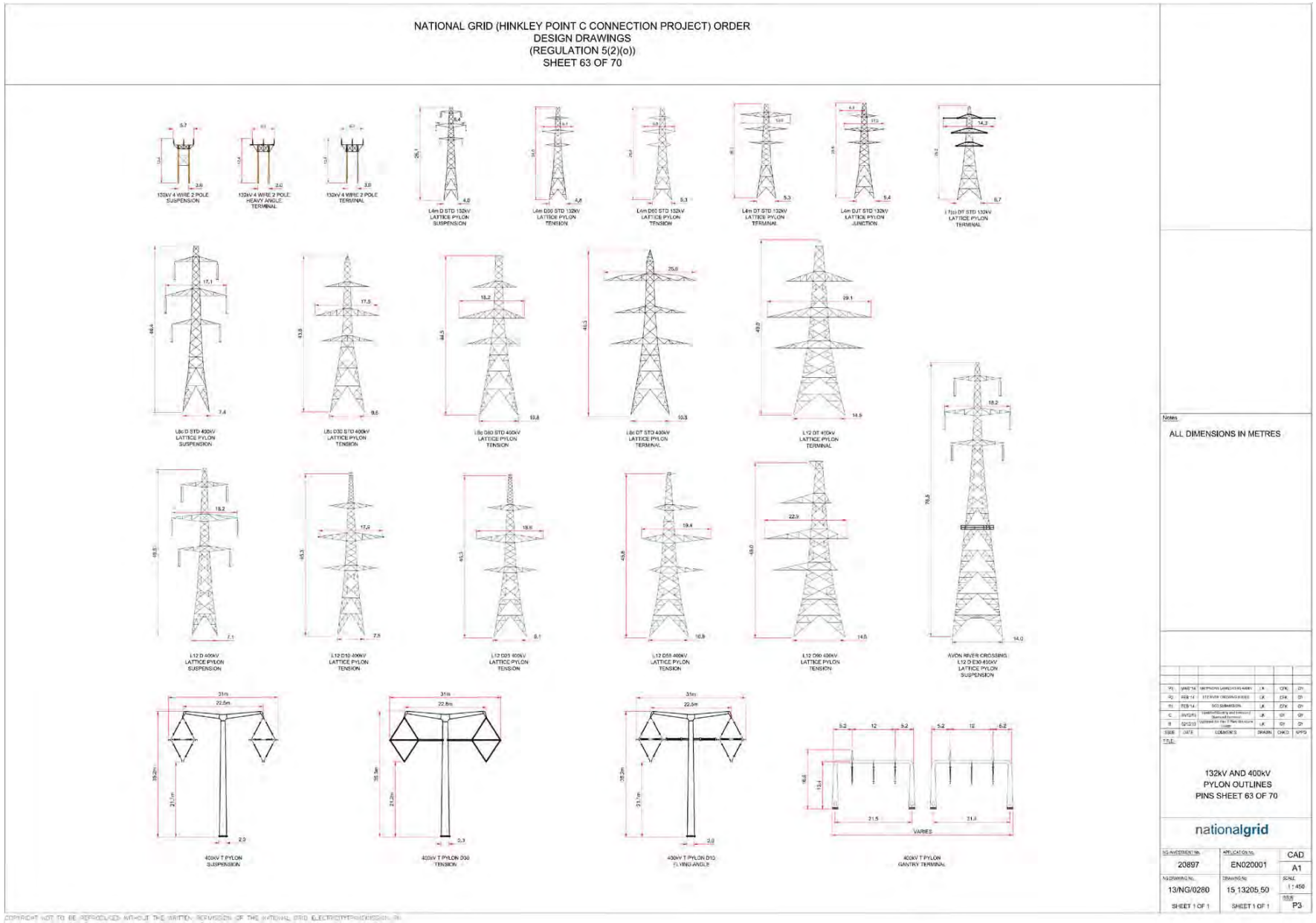
Scale: 1:10000 | DO NOT SCALE

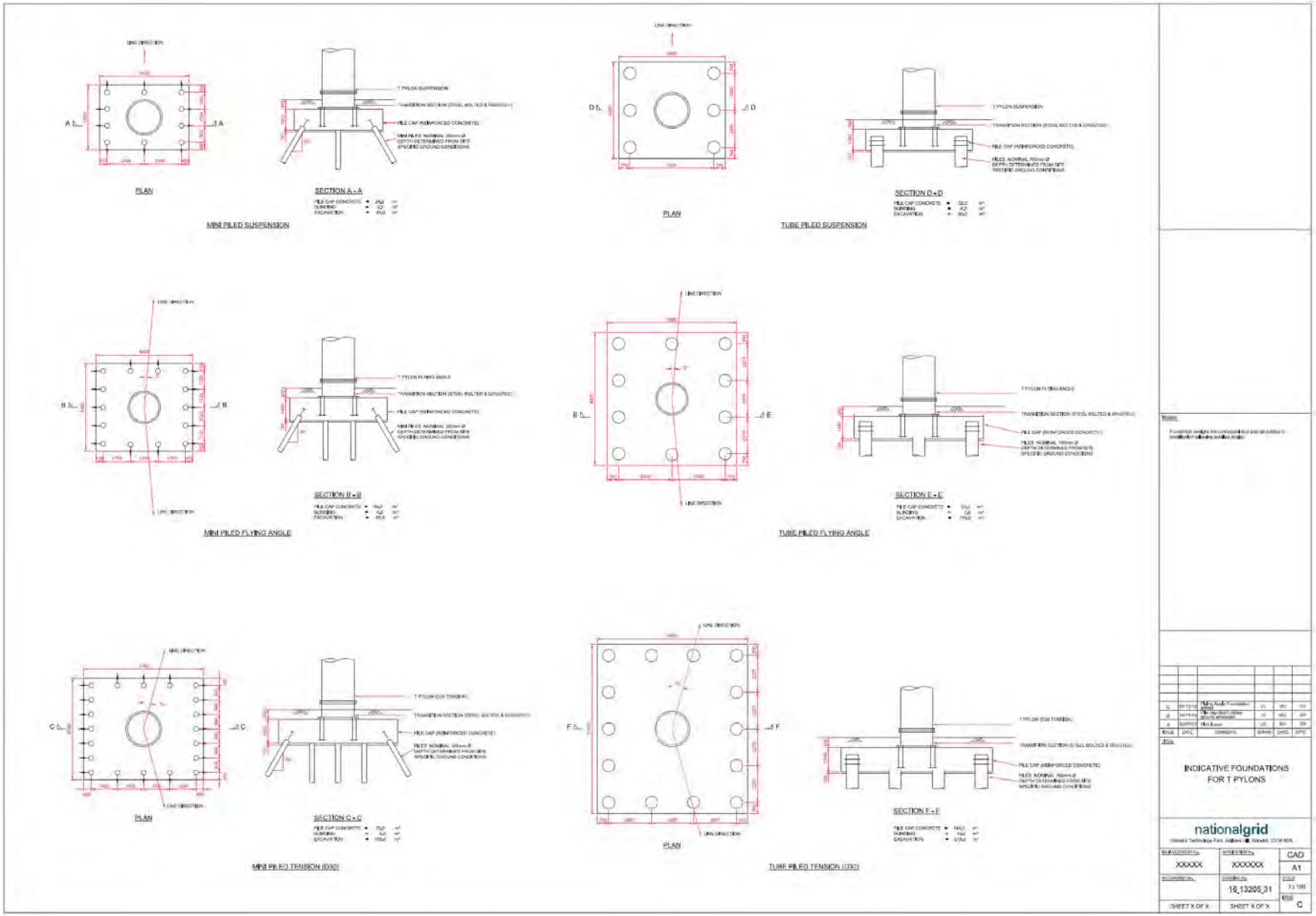
Drawing: B2916420 / Appendix D / 23 | **B**

Appendix E – Design Drawings

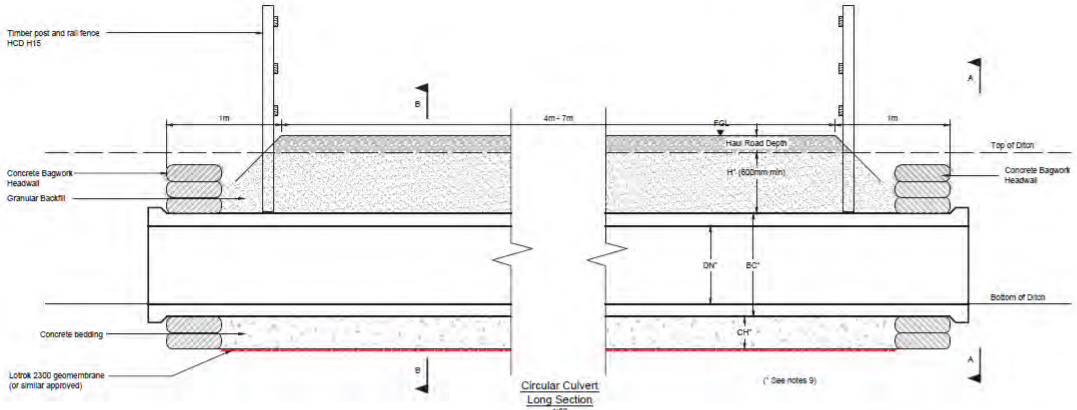
Drawing Number	Details
13/NG/0280	132kV and 400kV Pylon Outlines
16_13205_31	Indicative Foundations for T-pylons
13/NG/0221 (sheet 1)	Typical Elevations of Temporary Works Circular Culvert
13/NG/0221 (sheet 2)	Typical Elevations of Temporary Works Box Culvert
13/NG/0225	Typical Elevations of Temporary Works Bridge
13/NG/0244	River Axe Permanent Cable Bridge
13/NG/0246	Towerhead Brook Permanent Cable Crossing (Bridge Option)
13/NG/0245	Towerhead Brook Permanent Cable Crossing (Culvert Option)
13/NG/0204	Underground Cable Trench General Arrangement
13/NG/0206	Underground Cable Buried Watercourse Crossing
13/NG/0209	Typical Laydown Area General Arrangement
13/NG/0201	Typical General Arrangement of Cable Sealing End Compounds
MMD-322069-C-SPR-GEN-XX-0004	Draft Crossings Schedule

APPENDIX E: DESIGN DRAWINGS

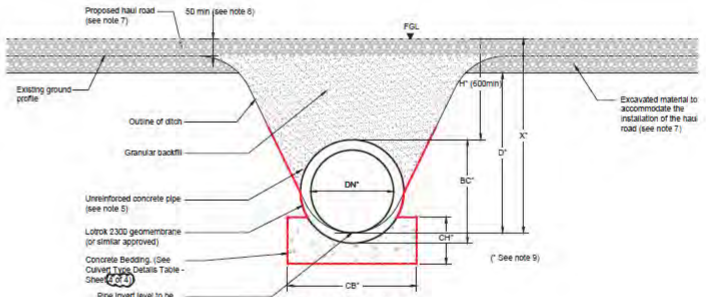



PLAN
SECTION A - A
MINI PILED SUSPENSION
PLAN
SECTION D - D
TUBE PILED SUSPENSION
PLAN
SECTION B - B
MINI PILED FLYING ANGLE
SECTION E - E
TUBE PILED FLYING ANGLE
PLAN
SECTION C - C
MINI PILED TENSION (D30)
PLAN
SECTION F - F
TUBE PILED TENSION (D30)
INDICATIVE FOUNDATIONS FOR T PYLONS
nationalgrid
XXXXX
XXXXXX
CAD
A1
16_13205_31
SHEET X OF X
SHEET X OF X
C

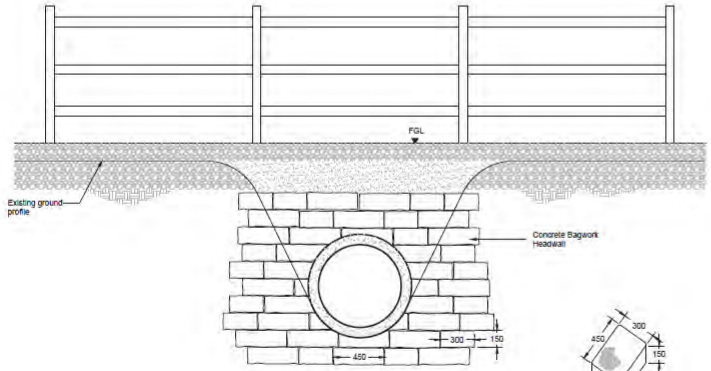
NATIONAL GRID (HINKLEY POINT C CONNECTION) ORDER
DESIGN DRAWINGS
(REGULATIONS 5(2)(o))
SHEET X OF X



Circular Culvert
Long Section
1:20

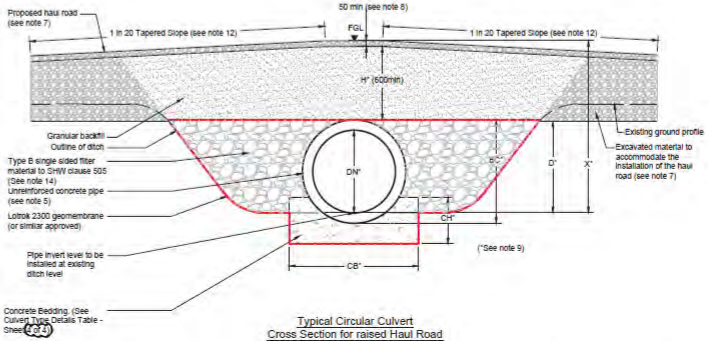


Typical Circular Culvert
Cross Section B-B
1:20



Section A-A Headwall
(See note 15)
1:20

SHW 519 Hessian Bags
1:20



Typical Circular Culvert
Cross Section for raised Haul Road
1:20

1:20 0 1m 2m

Notes

1. All dimensions in millimetres unless otherwise stated.
2. Do not scale any items of information from this drawing.
3. SHW - Specification for Highways
4. All concrete in accordance with BS 8500
5. Circular concrete culverts to comply with and tested to BS 5911:2010. Box concrete culvert to comply with XD3 exposure class and BS5400
6. Culvert crossing has been designed in accordance with BS 1295-1:1997 *Structural design of buried pipelines under various conditions of loading - Part 1: General & BS 8295:2010 Guide to the structural design of pipeline*. Maximum loading have been assume to be the maximum loading permitted on the Highways network as described in the aforementioned standards.
7. For haul Road construction details refer to drawing 13/NG/0222
8. Temporary Haul road shall be installed a minimum 50mm proud of existing ground level.
9. For culvert type dimensions refer to drawing no. 13/NG/0221 Sheet 4 of 4.
10. Where necessary a layer of granular material to be laid to create a flat base
11. Circular and Box culverts have been designed to accommodate regular traffic/HB loading conditions.
12. Haul road gradient will not exceed 1:20 slope
13. Design has allowed for minimal settlement. Maintenance regime to be in place to monitor settlement and increase culvert cover when necessary, whilst also ensuring culvert are not blocked
14. Where ditch widths are significantly wider than the proposed culvert, ditch will be filled with Type B filter material.
15. For crossings which are owned by an IDB, refer to drawing 13/NG/0221 (sheet 3 of 4) for culvert approval agent.
16. Planting request for mammal routing may be required subject to consultation with stakeholder

MMD DRAWING No.
MMD-322069-C-DR-GEN-XX-0002

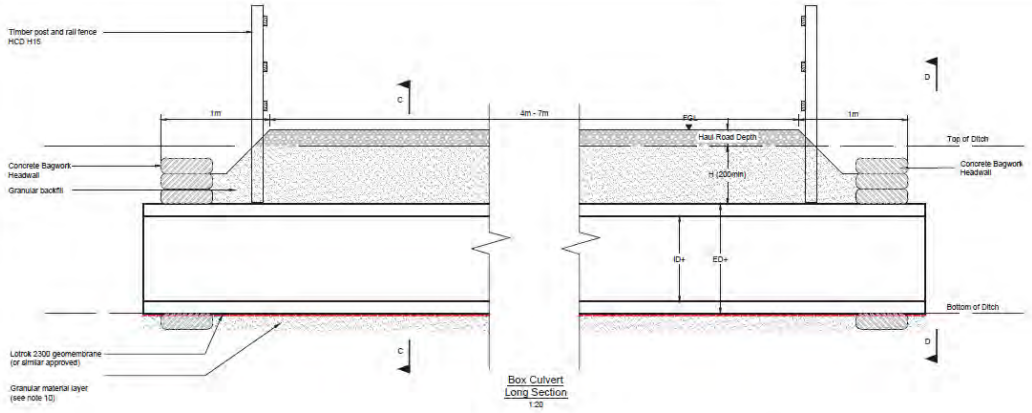
ISSUE	DATE	COMMENTS	DRAWN	CHK'D	APP'D
P4	13/02/14	ES Submission	AB		
P3	19/10/13	DCO Submission	AB		
P2	20/08/13	Drawing Amended	AB		
P1	05/07/13	FOR INFORMATION	ACM		

TITLE
TEMPORARY CONSTRUCTION ACCESS CULVERT CONSTRUCTION DETAILS (SHEET 1 OF 4)

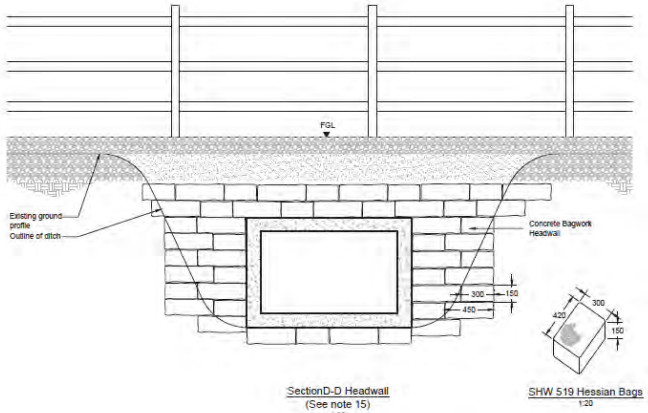
nationalgrid

NG INVESTMENT No.	APPLICATION No.	ACAD
20897		A1
NG DRAWING No.	DRAWING No.	SCALE
13/NG/0221		As Shown
		ISSUE P4

NATIONAL GRID (HINKLEY POINT C CONNECTION) ORDER
DESIGN DRAWINGS
(REGULATIONS 5(2)(o))
SHEET X OF X

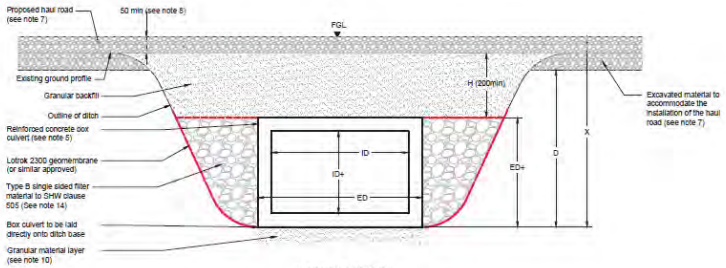


Box Culvert
Long Section
1:20

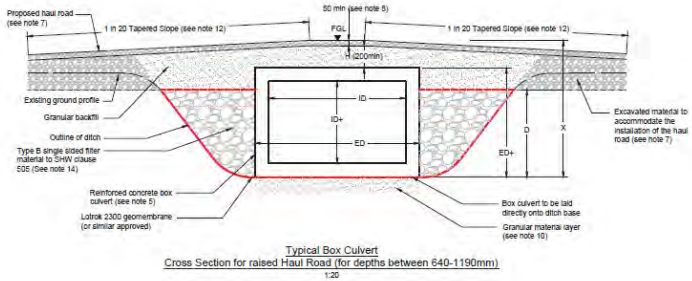


SectionD-D Headwall
(See note 15)
1:20

SHW 519 Hessian Bags
1:20



Typical Box Culvert
Cross Section C-C (for depths of 1190+mm)
1:20



Typical Box Culvert
Cross Section for raised Haul Road (for depths between 640-1190mm)
1:20

Notes

1. All dimensions in millimetres unless otherwise stated.
2. Do not scale any items of information from this drawing.
3. SHW - Specification for Highways
4. All concrete in accordance with BS 8500
5. Circular concrete culverts to comply with and tested to BS 5911:2010. Box concrete culvert to comply with XD3 exposure class and BS8400
6. Culvert crossing has been designed in accordance with BS 1295-1:1997 *Structural design of buried pipelines under various conditions of loading - Part 1: General & BS 8295:2010 Guide to the structural design of pipeline.* Maximum loading have been assume to be the maximum loading permitted on the Highways network as described in the aforementioned standards.
7. For Haul Road construction details refer to drawing 13/NGI/0222.
8. Temporary Haul road shall be installed a minimum 50mm proud of existing ground level.
9. For culvert type dimensions refer to drawing no. 13/NGI/0221 Sheet 4 of 4.
10. Where necessary a layer of granular material to be laid to create a flat base.
11. Circular and Box culverts have been designed to accommodate regular traffic/HB loading conditions.
12. Haul road gradient shall not exceed a 1:20 slope
13. Design has allowed for minimal settlement. Maintenance regime to be in place to monitor settlement and increase culvert cover when necessary, whilst also ensuring culvert are not blocked.
14. Where ditch widths are significantly wider than the proposed culvert, ditch will be filled with Type B filter material.
15. For crossings which are owned by an IDB, refer to drawing 13/NGI/0221 (sheet 3 of 4) for culvert headwall design.
16. Potential request for mammal routing may be required subject to consultation with stakeholder.

MMD DRAWING No.
MMD-322069-C-DR-GEN-XX-0008

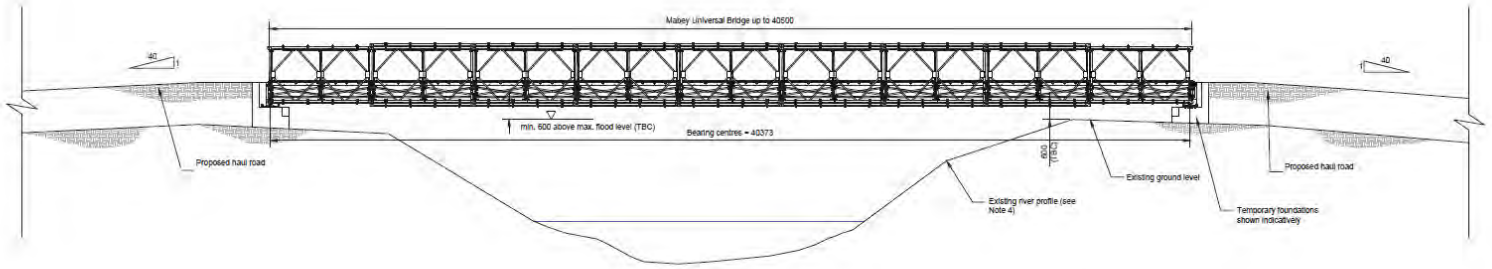
ISSUE	DATE	COMMENTS	DRAWN	CHK'D	APP'D
P3	13/03/14	ES Submission	AB		
P2	15/10/13	DCO Submission	AB		
P1	[DRAFT]	FOR INFORMATION	AB		

TITLE:
TEMPORARY CONSTRUCTION ACCESS CULVERT CONSTRUCTION DETAILS (SHEET 2 OF 4)

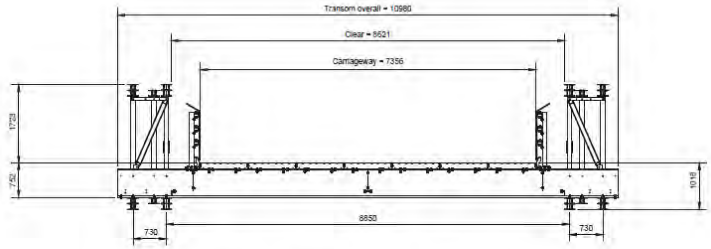
nationalgrid

NG INVESTMENT No.	APPLICATION No.	ACAD
20897		A1
NG DRAWING No.	DRAWING No.	SCALE
13/NG/0221		As Shown
		ISSUE P3

0 1m 2m
1:20



Elevation
1 : 100



Typical Section: Temporary Bridge Example (2 lanes)
1 : 50

Notes

1. All dimensions are in millimetres unless otherwise stated.
2. Do not scale any items of information from this drawing.
3. All structural arrangements of bridge shown indicatively, dimensions subject to 3rd party discussions, on site survey results and design development.
4. River profile based on Topographic Survey Drawing dated 12/04/2013 provided by National Grid.
5. Temporary bridge based on Mabey Universal bridge information (received 21.05.2013)

MMD DRAWING No.
MMD-322069-C-DR-GEN-XX-0007

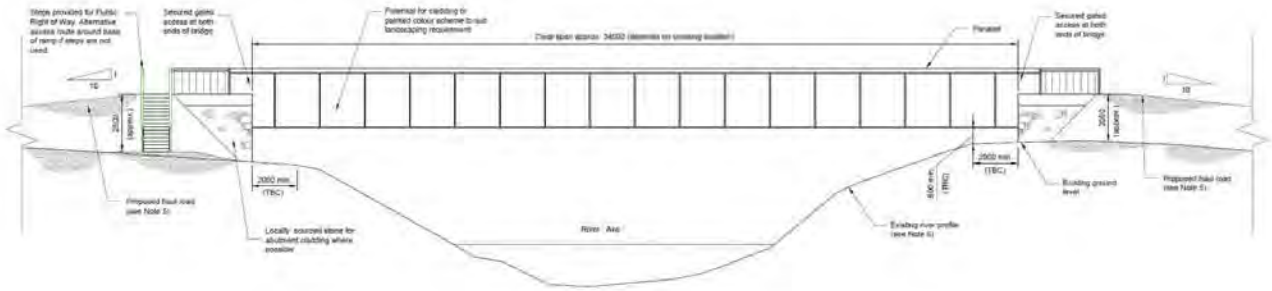
ISSUE	DATE	COMMENTS	DRAWN	CHKD	APPD
P2	12/02/14	DCO Submission	EG		
P1	06/01/14	For Discussion	EG		

TITLE
BRIDGE EXAMPLE DRAWINGS
TEMPORARY BRIDGE

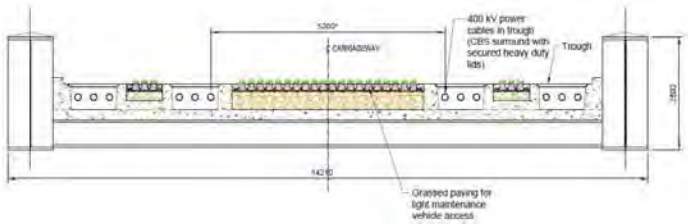
nationalgrid

NG INVESTMENT No.	APPLICATION No.	ACAD
20897	EN020001	A1
NG DRAWING No.	DRAWING No.	SCALE
13/NG/0225		As Shown
		ISSUE P2

NATIONAL GRID (HINKLEY POINT C CONNECTION) ORDER
DESIGN DRAWINGS
(REGULATION 5(2)(o))
SHEET X OF X



Elevation



Typical Section : Half-through Girder

(Cable and Light Vehicle Access Bridge)

1 : 50

* Minimum cable separation based on initial discussions subject to design development

Title Plan

Notes

1. All dimensions are in millimetres unless otherwise stated.
2. This drawing to be read in conjunction with Drawings MMD-322069-C-DR-400UG-XX-0901 & MMD-322069-C-DR-400UG-XX-0902
3. Do not scale any items of information from this drawing.
4. All structural arrangements of bridge shown indicatively, dimensions subject to 3rd party discussions, on site survey results and design development.
5. For proposed Haul Road details refer to drawing MMD-322069-C-DR-GEN-XX-0004
6. River Axe profile based on Topographic Survey Drawing dated 1/2/2013 provided by National Grid.

MMD-322069-C-DR-400UG-XX-0900

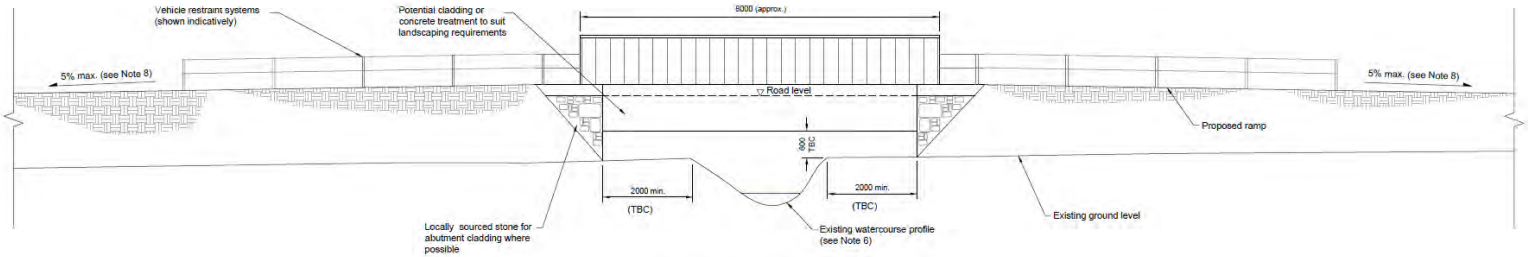
P1	18/12/13	First Issue		JC		
ISSUE	DATE	COMMENTS		DRAWN	CHKD	APPD

NATIONAL GRID
HINKLEY C CONNECTION PROJECT
RIVER AXE CABLE BRIDGE
ELEVATION AND CROSS SECTION

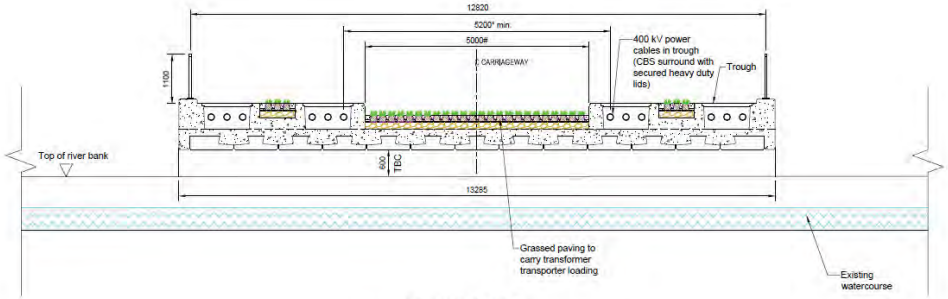
nationalgrid

20807		ACAD A1
13/NG/0244		
SHEET 1 OF 1		P1

NATIONAL GRID (HINKLEY POINT C CONNECTION) ORDER
DESIGN DRAWINGS
(REGULATION 5(2)(o))
SHEET X OF X



Elevation (Looking West)
1 : 50



Typical Section
(Combined Transformer Access and Cable Bridge)
1 : 50

* Minimum cable separation based on initial discussions subject to design development

Minimum construction/transformer access width based on initial discussions subject to design development

Site Map

Key

Notes

1. All dimensions are in millimetres unless otherwise stated.
2. This drawing to be read in conjunction with Drawings MMD-322069-C-DR-400UG-XX-0913.
3. Do not scale any items of information from this drawing.
4. All structural arrangements of crossing shown indicatively, dimensions subject to 3rd party discussions, on site survey results and design development.
5. For proposed Haul Road details refer to drawing MMD-322069-C-DR-GEN-XX-0004.
6. Towerhead Brook profile based on Topographic Survey Drawing dated 12/04/2013 provided by National Grid.
7. Minimum requirement for slope transition to be confirmed by transformer transporter.
8. Ramp: maximum gradient 5%, minimum transition of 20m from 0 - 5%.

MMD DRAWING No.
MMD-322069-C-DR-400UG-XX-0912

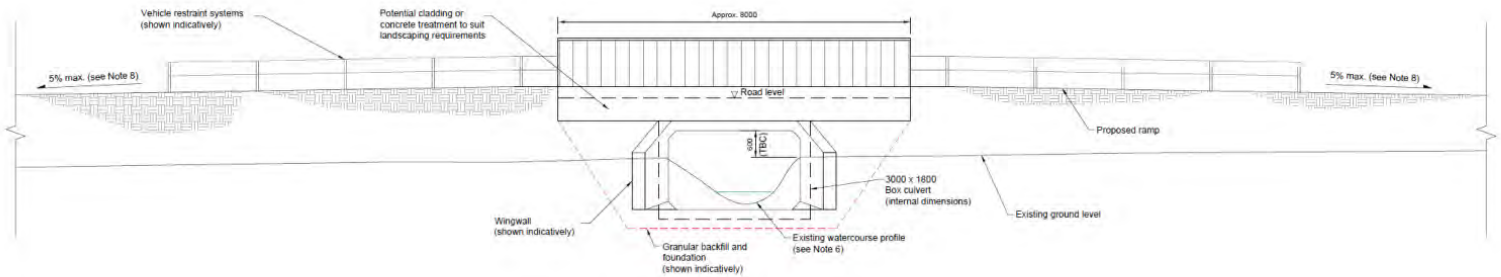
ISSUE	DATE	COMMENTS	DRAWN	CHKD	APPD
P1	16/12/13	First Issue	JZ	WB	JW

TITLE
NATIONAL GRID
HINKLEY C CONNECTION PROJECT
TOWERHEAD BROOK CABLE CROSSING
ELEVATION AND CROSS SECTION
(BRIDGE)

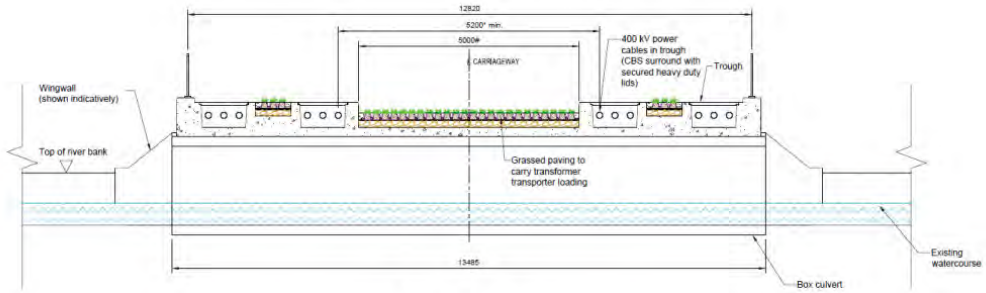
nationalgrid

NG INVESTMENT No.	APPLICATION No.	ACAD
20897		A1
NG DRAWING No.	DRAWING No.	SCALE
13/NG/0246		ISSUE
SHEET 1 OF 2		P1

NATIONAL GRID (HINKLEY POINT C CONNECTION) ORDER
DESIGN DRAWINGS
(REGULATION 5(2)(o))
SHEET X OF X



Elevation (Looking West)
1 : 50



Typical Section
(Combined Transformer Access and Cable Bridge)
1 : 50

* Minimum cable separation based on initial discussions subject to design development

Minimum construction/transformer access width based on initial discussions subject to design development

Site Map

Key

Notes

1. All dimensions are in millimetres unless otherwise stated.
2. This drawing to be read in conjunction with Drawings MMD-322069-C-DR-400UG-XX-0911.
3. Do not scale any items of information from this drawing.
4. All structural arrangements of crossing shown indicatively, dimensions subject to 3rd party discussions, on site survey results and design development.
5. For proposed Haul Road details refer to drawing MMD-322069-C-DR-SEN-XX-0004.
6. Towerhead Brook profile based on Topographic Survey Drawing dated 12/04/2013 provided by National Grid.
7. Minimum requirement for slope transition to be confirmed by transformer transporter.
8. Ramp: maximum gradient 5%, minimum transition of 20m from 0 - 5%.

MMD DRAWING No.
MMD-322069-C-DR-400UG-XX-0910

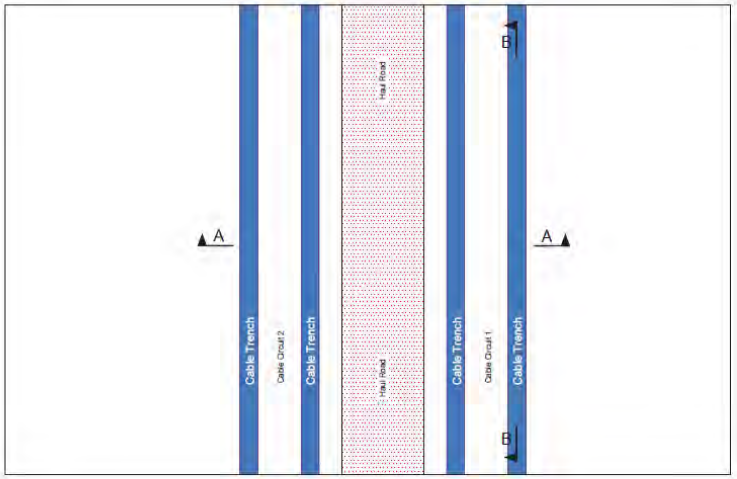
ISSUE	DATE	COMMENTS	DRAWN	CHKD	APPD
P1	15/12/13	First Issue	JZ	WB	JW

TITLE:
NATIONAL GRID
HINKLEY C CONNECTION PROJECT
TOWERHEAD BROOK CABLE CROSSING
ELEVATION AND CROSS SECTION
(CULVERT)

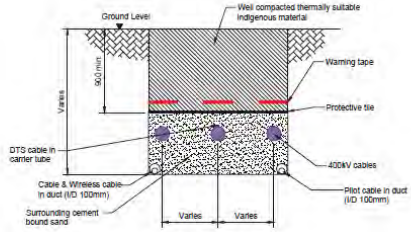
nationalgrid

NG INVESTMENT No.	APPLICATION No.	ACAD
20897		A1
NG DRAWING No.	DRAWING No.	SCALE
13/NG/0245		
SHEET 1 OF 2		ISSUE P1

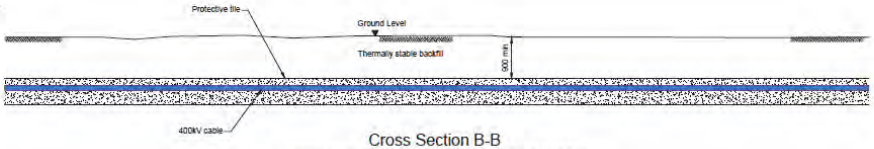
NATIONAL GRID (HINKLEY POINT C CONNECTION) ORDER
DESIGN DRAWINGS
(REGULATION 5(2)(o))
SHEET 3 OF 70



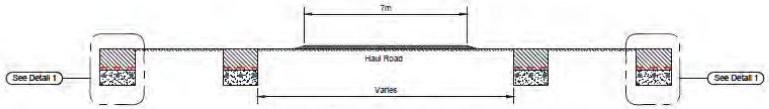
Typical Plan View of Direct Buried Cables
1:200



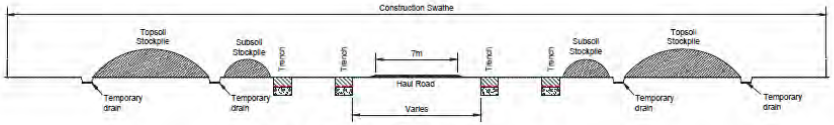
Detail 1
Typical Direct Buried Cable Trench
1:25



Cross Section B-B
Typical section view of direct buried cables
1:50



Cross section A-A
Typical Direct Buried Cross Section
1:100



Typical Swathe for Open Cut Construction for
400kV Cabling Works
1:200

Key

Proposed direct buried cable trench alignment

Proposed haul road

Notes

1. Proposed arrangement shown for indicative purpose only. Dimensions and design may vary depending on site and installation conditions.
2. Dimensions and overall width could increase or decrease.
3. Based on NGTS 2.5 installation conditions and the ratings required by TGN(E) 26/ Issue 3 - Table G39 with both circuits in operation.
4. Circuit separation required to meet ratings at obstructions with regular occurrence.

DWG DRAWING No.						
MMD-322069-E-DR-400UG-XX-0600						
P5	12/02/14	DCO Submission	RGJ			
P4	05/12/13	DCO Submission	RGJ			
P3	19/10/13	DCO Submission	JAH			
B	24/09/13	For Information	GJB			
A	01/07/13	Section 42	GJB			
P2	19/06/13	Section 42	GJB			
P1	17/01/13	Section 42	GJB			
ISSUE	DATE	COMMENTS	DRAWN	CHK'D	APP'D	

TITLE:

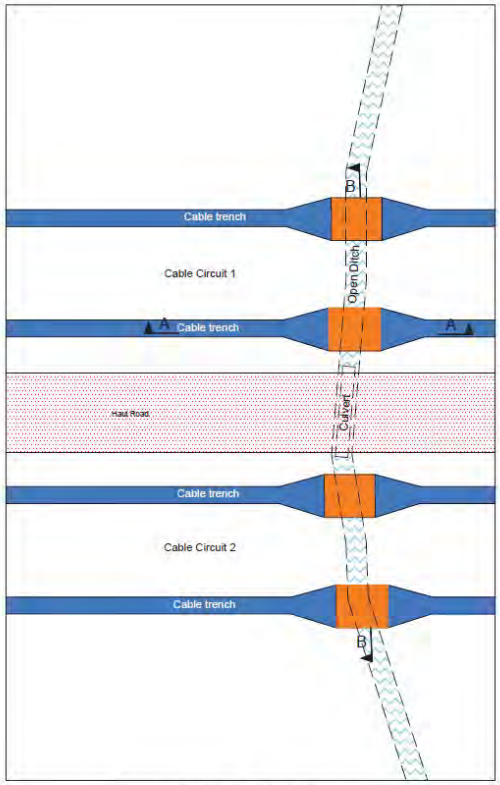
TYPICAL DIRECT BURIED DETAILS & CONSTRUCTION SWATHE GENERAL ARRANGEMENT - 400kV UNDERGROUND CABLE INSTALLATION

nationalgrid

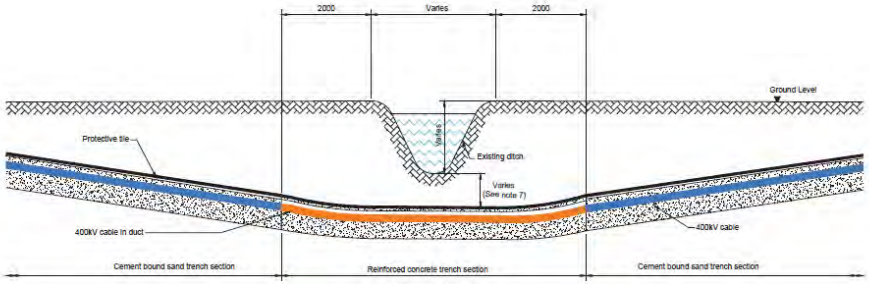
NG INVESTMENT No.	APPLICATION No.	CAD
20897	EN020001	A1
NG DRAWING No.	DRAWING No.	SCALE
13/NG/0204		As Shown
		ISSUE P5

1:25 0 1.250m 2.5m
1:50 0 2.5m 5m
1:100 0 5m 10m
1:200 0 10m 20m

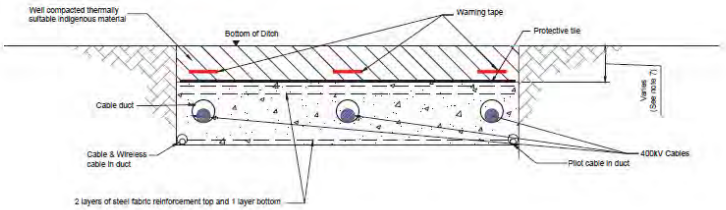
NATIONAL GRID (HINKLEY POINT C CONNECTION) ORDER
DESIGN DRAWINGS
(REGULATION 5(2)(o))
SHEET 5 OF 70



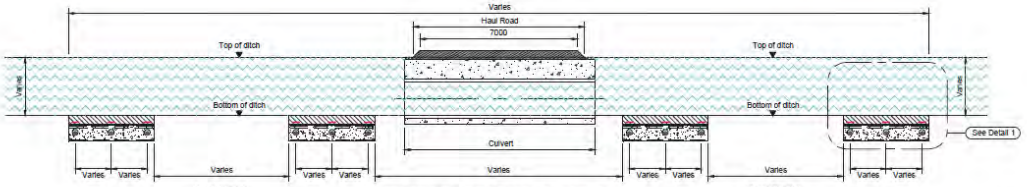
Typical Plan View of Ditch Crossing
1:200



Section A - A
Typical Cable Duct Crossing
(See Note 7)
1:50



Detail 1
Typical Ducted Cable Trench Under Ditch
1:25



Typical Ducted Cross Section B - B
1:100

1:25 0 1.250m 2.5m
1:50 0 2.5m 5m
1:100 0 5m 10m
1:200 0 10m 20m

Key
- Proposed direct buried cable trench alignment
- Proposed cable trench alignment in ducts
- Proposed haul road
- Water Course

Notes
1. All dimensions are in millimetres unless otherwise stated.
2. Do not scale any items of information from this drawing.
3. Ground profiles are shown for illustrative purposes only.
4. Proposed arrangement shown for indicative purpose only. Dimensions and design may vary depending on site and installation conditions.
5. Additional spare ducts may be required.Position & details to be agreed with NG and relevant stakeholders
6. Additional reinforcements and high strength concrete shall be used to increase the level of protection offered by a standard ducted section due to the reduced cover to the bottom of the drainage ditch.
7. Depth to be agreed with the relevant stakeholders.

MMD DRAWING No.
MMD-322069-E-DR-400UG-XX-0602

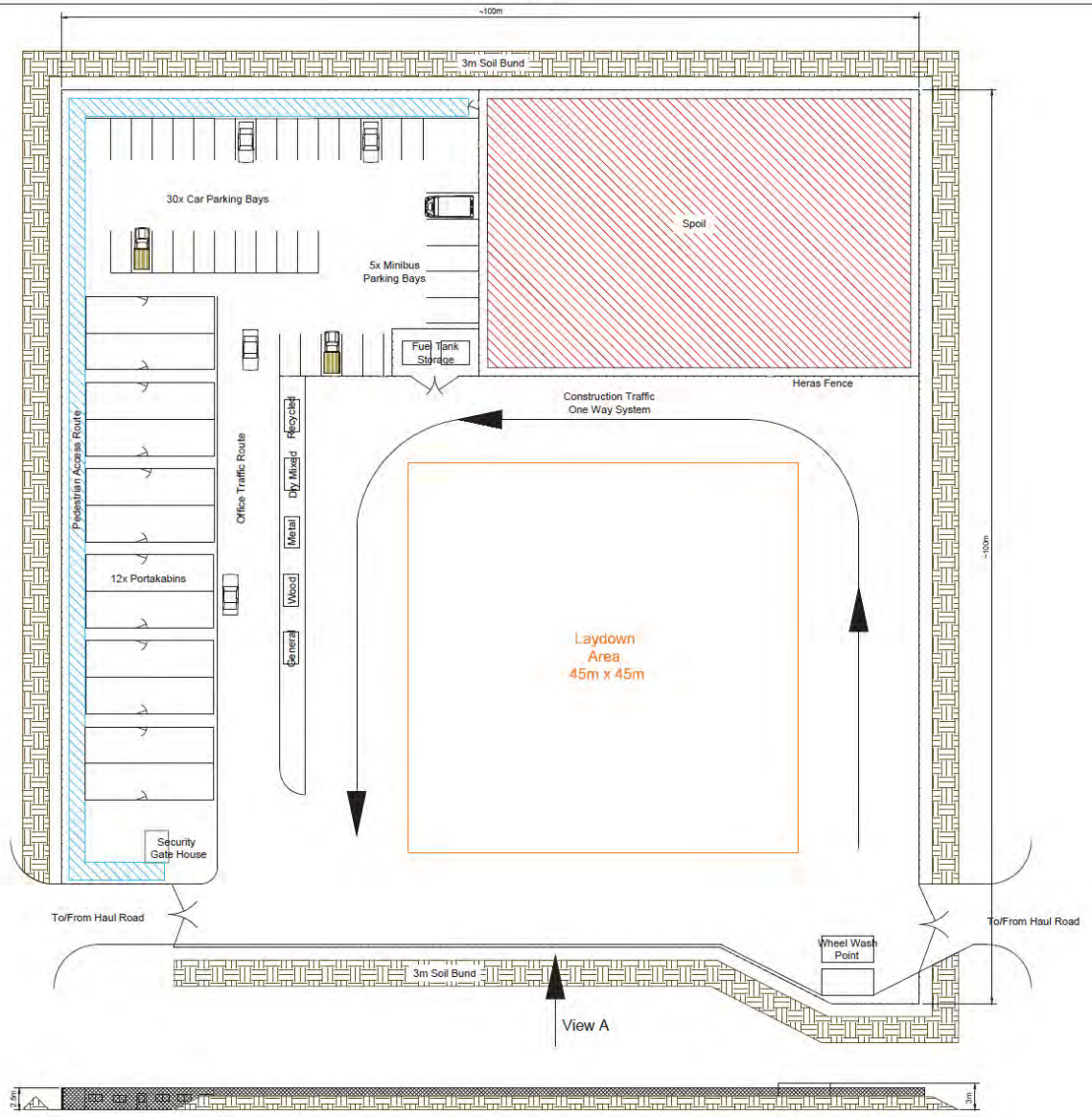
ISSUE	DATE	COMMENTS	DRAWN	CHK'D	APP'D
P4	12/02/14	DCO Submission	JAH		
P3	18/10/13	DCO Submission	JAH		
P2	26/08/13	Reinforced Concrete	JH		
P1	17/07/13	Section 42 Submission	NMB		

TITLE
TYPICAL GENERAL ARRANGEMENT OF 400kV CABLES AT DITCH CROSSING

nationalgrid

NG INVESTMENT No.	APPLICATION No.	CAD
20897	EN020001	A1
NG DRAWING No.	DRAWING No.	SCALE
13/NG/0206		As Shown
		ISSUE P4

NATIONAL GRID (HINKLEY POINT C CONNECTION) ORDER
DESIGN DRAWINGS
(REGULATION 5(2)(o))
SHEET 9 OF 70



Key

- Pedestrian Access
- Soil Bund
- Spoil

Notes

1) The following mobile plant/vehicles may be required at this site. There will be others which have note been listed:
   - Excavator
   - Tractor
   - HIAB Lorry
   - Crane
   - Telehandler
   - Dumper
   - Compaction Plate
2) Temporary site office buildings shown, comprising of:
   - 6 x Office
   - 3 x Meeting room
   - 1 x Kitchen/Mess room
   - 1 x Dining area
   - 1 x Drying room
3) Dimensions and layout arrangement shown is indicative only. Design will vary according to the construction contractors requirements, the available area and the specific site constraints.

Drawing to be read in conjunction with:

- 13/NG/0209 (Sheet 10 of 70) - Typical Site Laydown Area - 400kV Satellite Compound
- 13/NG/0209 (Sheet 11 of70) - Typical Site Laydown Area - 400kV Including Test Equipment

MMD DRAWING No.
MMD-322069-E-DR-400UG-XX-0800

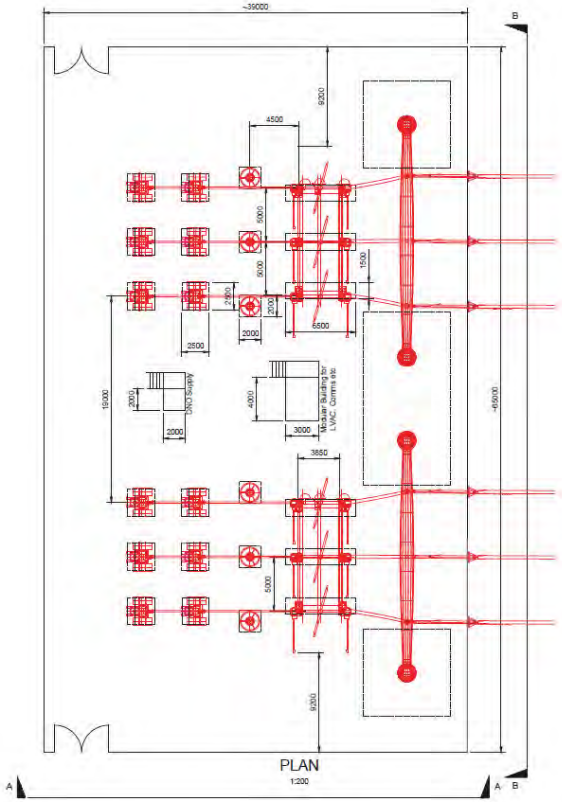
ISSUE	DATE	COMMENTS	DRAWN	CHKD	APPD
P6	12/02/14	DCO Submission	RGJ		
P5	06/12/13	DCO Submission	RGJ		
P4	01/11/13	DCO Submission	JAH		
P3	31/10/13	DCO Submission	JAH		
A	31/07/13	Section 42 Submission	JAH		
P2	19/07/13	Section 42 Submission	JAH		
P1	17/07/13	Section 42 Submission	GJB		

TITLE
TYPICAL SITE LAYDOWN AREA GENERAL ARRANGEMENT - 400kV (SHEET 1 OF 3)

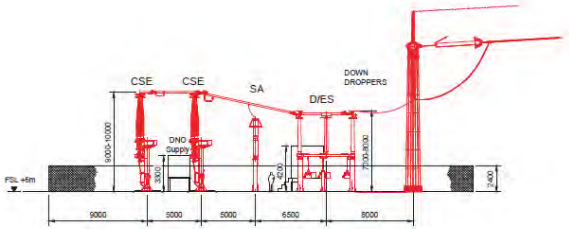
nationalgrid

NG INVESTMENT No.	APPLICATION No.	CAD
20897	EN020001	A1
NG DRAWING No.	DRAWING No.	SCALE
13/NG/0209		NTS
		ISSUE P6

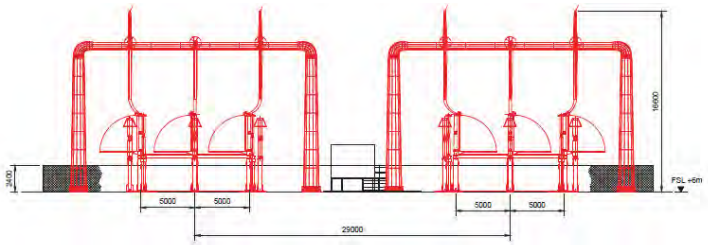
NATIONAL GRID (HINKLEY POINT C CONNECTION) ORDER
DESIGN DRAWINGS
(REGULATION 5(2)(o))
SHEET 1 OF 70



PLAN
1:200



ELEVATION A - A
1:200



ELEVATION B - B
1:200

Key

- New Equipment
- CSE - Cable Sealing End
- SA - Surge Arrester
- D/ES - Disconnector/Earth Switch
- Equipment Foundations

Notes

1. For illustration purpose only.
2. Proposed arrangement shown for indicative purposes only. Dimensions and design may vary depending on site and installation conditions.
3. BYSTRUP FLT gantries structure based on drawing number 23_13206_73 Revision C from LSTC.
4. Sensitive equipment to be installed at a minimum of 7.2m AOD according to Flood Risk Assessment 19U2M/2046932. Levels subject to change following consultation with relevant stakeholder.
5. Drawing only illustrates principal CSEC structures. Provision for lighting and security to be designed as requested. Permanent lighting to be for access only.

MMD DRAWING No.
MMD-322069-E-DR-400UG-XX-0501

ISSUE	DATE	COMMENTS	DRAWN	CHKD	APVD
P7	12/02/14	DCO Submission	JAH		
P6	14/01/14	DCO Submission	JAH		
P5	10/12/13	DCO Submission	JAH		
P4	30/10/13	DCO Submission	JAH		
A	31/07/13	Section 42 Submission	GJB		
P3	19/07/13	Section 42 Submission	GJB		
P2	17/07/13	Section 42 Submission	GJB		
P1	05/07/13	For Information	GJB		

TITLE
TYPICAL GENERAL ARRANGEMENT
PLAN AND ELEVATION - 400kV
SEALING END COMPOUND (T-PYLON)

nationalgrid

NG INVESTMENT No.	APPLICATION No.	CAD
20897	EN020001	A1
NG DRAWING No.	DRAWING No.	SCALE
13/NG/0201		As Shown
		ISSUE P7

1:200 0 10m 20m

Mott MacDonald

BNI - Highways & Infrastructure
Mott MacDonald Limited
Prince House, 43 - 51 Prince Street
Bristol, BS 4PS
United Kingdom

Comments: For information
Document Reference: MMD-332069-C-SPR-GEN-XX-0004
Pages: 6
Title: Crossings Survey Schedule
Revision: P4
Date: 11/03/2014
Originator: JS
Checker: EVI
Approver: MS

Crossing measurements have been estimated (where possible), due to either no access or route changes after site survey (some measurements have been obtained from the topographical survey)
Information taken from topographical survey
Information measured during site walkover
Measured form top of bank to water level from topographical survey
Unknown

Bridge
Box Culvert
Circular Culvert
Porous Fill
Unable to assign type

Information present for P1 issue
Information present for P2 issue
Information present for P3 issue

Haul Road Walk Over Survey Data													Identified Stakeholder (information taken from information provided from drawing models and spread sheets provided)						
			Dimensions if Applicable - Measured on site & taken from topographic survey												Internal Drainage Board				
Tower Route	Crossing Reference	Previous Schedule Crossing Reference (SIS)	Total Depth (m)	Water Depth (m)	Width Top (m)	Width Bottom (m)	Approx. Required Cable Depths (m)	Existing Culvert	Existing Bridge	Proposed Bridge/Culvert Type/Fill	Revision Added	Under the control of the Environment Agency	SSSI	Lower Severn Drainage Board	North Somerset Levels Internal Drainage Board	River Parrett Rhyne	Axe/Brue Rhyne	Somerset Drainage Board Consortium	Farmer / Land Owner
VQ2C	VQ2C-CR01	N/A	0.70	Dry	2.00	2.00	NA			Box Culvert (2205x990mm)	P1		X						X
	VQ3C-CR02	N/A	0.70	Dry	3.00	1.00	NA	Yes		Circular Culvert (300mm dia.)	P1								X
VQ043R	VQ043R-CR01	VQ043R-CR05.3	Unknown	Unknown	Unknown	Unknown	NA				P1								
	VQ043R-CR02	VQ043R-CR05.2	Unknown	Unknown	Unknown	Unknown	NA				P1								
	VQ043R-CR03	VQ043R-CR05.1	1.58	Unknown	6.50	2.463	NA			Box Culvert (2205x990mm)	P1								
	VQ043R-CR04	VQ043R-CR05	1.04	Unknown	4.46	1.978	NA			Box Culvert (1390x990mm)	P1								X
C-ZGA4	C-ZGA4-CR01	N/A	1.40	0.50	3.70	1.20	NA			Box Culvert (1390x990mm)	P1						X		
	C-ZGA4-CR02	N/A	0.90	Dry	3.50	1.00	NA			Circular Culvert (600mm dia.)	P1								X
	C-ZGA4-CR03	N/A	1.20	Dry	3.50	1.00	NA		Yes	Circular Culvert (600mm dia.)	P1								X
	C-ZGA4-CR04	N/A	1.20	Dry	2.70	0.80	NA			Circular Culvert (600mm dia.)	P1								X
	C-ZGA4-CR05	N/A	0.90	Dry	2.20	0.50	NA			Circular Culvert (300mm dia.)	P1								X
C-ZGA12	C-ZGA12-CR01	N/A	1.80	Unknown	3.20	Unknown	NA			Box Culvert (1390x990mm)	P1								X
C-ZGA13	C-ZGA13-CR01	N/A	2.00	0.70	5.00	1.50	NA			Bridge	P1								X
C-LD3	C-LD3-CR01	ZG043B-CR01	1.60	Unknown	3.80	Unknown	NA			Box Culvert (1390x990mm)	P1								X
	C-LD3-CR02	N/A	Unknown	Unknown	Unknown	Unknown	NA				P1								
	C-LD3-CR03	N/A	Unknown	Unknown	Unknown	Unknown	NA				P1								
	C-LD3-CR04	N/A	Unknown	Unknown	Unknown	Unknown	NA				P1								
	C-LD3-CR05	C-LD1-CR05.1	Unknown	Unknown	Unknown	Unknown	NA				P1						X		
	C-LD3-CR06	C-LD1-CR06	2.20	1.00	3.00	0.90	NA			Box Culvert (1390x990mm)	P1						X		
	C-LD3-CR07	C-LD1-CR04	2.40	1.40	3.50	1.00	NA			Box Culvert (1390x990mm)	P1						X		
	C-LD3-CR08	C-LD1-CR02	2.00	1.00	6.00	2.00	NA		Yes	Bridge	P1						X		
	C-LD3-CR09	C-LD1-CR03.1	Unknown	Unknown	Unknown	Unknown	NA				P1						X		
C-LD9	C-LD9-CR01	N/A	2.50	0.70	3.80	Unknown	NA	Yes		Box Culvert (1390x990mm)	P1								X
	C-LD9-CR02	N/A	2.20	1.10	4.60	1.70	NA	Yes		Box Culvert (1390x990mm)	P1								X
	C-LD9-CR03	N/A	1.30	0.40	3.00	Unknown	NA			Circular Culvert (600mm dia.)	P1								X
	C-LD9-CR04	N/A	2.50	1.80	4.70	2.05	N/A			Box Culvert (2205x990mm)	P1								X
	C-LD9-CR05	N/A	2.00	1.00	4.70	2.00	N/A			Box Culvert (2205x990mm)	P1								X
	C-LD9-CR06	N/A	1.80	Dry	3.50	0.50	N/A			Circular Culvert (300mm dia.)	P1								X
	C-LD9-CR07	N/A	1.30	Dry	5.00	1.60	N/A			Bridge	P1								X
	C-LD9-CR08	N/A	2.50	1.00	8.00	2.00	N/A			Bridge	P1						X		
	C-LD9-CR09	N/A	1.20	Dry	4.00	1.05	N/A			Circular Culvert (600mm dia.)	P1								X
	C-LD9-CR10	N/A	2.00	1.00	4.00	1.50	N/A			Box Culvert (1390x990mm)	P1						X		
	C-LD9-CR11	N/A	2.00	1.00	4.00	1.50	N/A			Box Culvert (1390x990mm)	P1								X
	C-LD9-CR12	N/A	2.00	1.00	4.00	1.50	N/A			Box Culvert (1390x990mm)	P1								X
C-LD10	C-LD10-CR01	N/A	1.50	Dry	4.50	1.00	N/A			Circular Culvert (600mm dia.)	P1								X
	C-LD10-CR02	N/A	0.70	Dry	3.60	1.00	N/A			Circular Culvert (300mm dia.)	P1								X
	C-LD10-CR03	N/A	0.90	Dry	3.40	1.00	N/A			Circular Culvert (300mm dia.)	P1								X
	C-LD10-CR04	N/A	1.30	Dry	4.60	2.00	N/A			Box Culvert (2205x990mm)	P1								X
	C-LD10-CR05	N/A	1.30	Dry	4.80	2.05	N/A			Box Culvert (2205x990mm)	P1								X
	C-LD10-CR06	N/A	1.30	Dry	9.00	1.60	N/A			Bridge	P1								X
	C-LD10-CR07	N/A	1.30	Dry	5.00	1.50	N/A			Bridge	P1								X
	C-LD10-CR08	N/A	1.10	Dry	4.00	1.60	N/A			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR09	N/A	1.00	Dry	5.00	2.00	N/A			Bridge	P1								X
	C-LD10-CR10	N/A	1.70	0.60	5.00	1.50	N/A			Bridge	P1								X
	C-LD10-CR11	N/A	1.20	Dry	5.00	1.50	N/A			Bridge	P1								X
	C-LD10-CR12	N/A	1.40	Dry	5.00	1.50	N/A			Bridge	P1								X
	C-LD10-CR13	N/A	1.00	Dry	5.00	1.50	N/A			Bridge	P1								X
	C-LD10-CR14	N/A	Unknown	Unknown	Unknown	Unknown	N/A				P1								X
	C-LD10-CR15	N/A	1.40	Dry	4.50	1.50	N/A			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR16	N/A	1.80	0.90	7.80	3.50	N/A		Yes	Bridge	P1	X							
	C-LD10-CR17	N/A	2.00	1.00	4.00	Unknown	N/A			Box Culvert (1390x990mm)	P1	X							

DRAFT CROSSINGS SCHEDULE MMD-332069-C-SPR-GEN-XX-0004 PROVIDED BY MOTT MACDONALD Sheet 2 of 6

	C-LD10-CR19	N/A	2.10	1.00	4.70	1.50	NA			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR19	N/A	1.40	0.60	3.60	1.00	NA			Circular Culvert (600mm dia.)	P1								X
	C-LD10-CR20	N/A	1.60	0.70	3.00	1.00	NA			Circular Culvert (600mm dia.)	P1								X
	C-LD10-CR21	N/A	1.20	Dry	4.20	1.00	NA			Circular Culvert (600mm dia.)	P1								X
	C-LD10-CR22	N/A	1.60	0.70	5.00	1.30	NA			Bridge	P1								X
	C-LD10-CR23	N/A	1.60	0.70	5.00	1.30	NA			Bridge	P1								X
	C-LD10-CR24	C-LD10-CR25	1.50	0.50	8.00	3.00	NA			Bridge	P1						X		
	C-LD10-CR25	C-LD10-CR26	1.00	Unknown	4.00	Unknown	NA			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR26	C-LD10-CR28	1.40	0.60	5.00	1.80	NA	Yes		Bridge	P1								X
	C-LD10-CR27	C-LD10-CR29	Unknown	Unknown	Unknown	Unknown	NA				P1								
	C-LD10-CR28	C-LD10-CR30	1.30	0.40	2.00	1.00	NA			Circular Culvert (600mm dia.)	P1								X
	C-LD10-CR29	C-LD10-CR31	1.30	Dry	4.00	1.00	NA			Circular Culvert (600mm dia.)	P1								X
	C-LD10-CR30	C-LD10-CR32	1.00	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR31	C-LD10-CR33	1.00	Unknown	2.50	Unknown	NA			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR32	C-LD10-CR34	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR32	C-LD10-CR35	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR34	C-LD10-CR36	1.00	Dry	2.80	1.20	NA			Box Culvert (1390x990mm)	P1						X		
	C-LD10-CR35	C-LD10-CR37	Unknown	Unknown	Unknown	Unknown	NA				P1						X		
	C-LD10-CR36	C-LD10-CR38	1.70	0.80	4.00	1.50	NA			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR37	C-LD10-CR40	1.60	0.60	3.00	1.00	NA			Circular Culvert (600mm dia.)	P1								X
	C-LD10-CR38	C-LD10-CR41	1.60	0.70	4.20	1.70	NA			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR39	C-LD10-CR42	1.60	0.70	4.20	1.70	NA			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR40	C-LD10-CR42.1	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR41	C-LD10-CR42.2	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR42	C-LD10-CR43	1.80	1.00	3.00	1.50	NA			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR43	C-LD10-CR44	1.80	1.00	4.50	2.00	NA			Box Culvert (1390x990mm)	P1								X
	C-LD10-CR44	C-LD10-CR44.1	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR45	C-LD10-CR44.2	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR45	C-LD10-CR44.3	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR47	C-LD10-CR44.4	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR48	C-LD10-CR44.5	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR49	C-LD10-CR44.6	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR50	C-LD10-CR44.7	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR51	C-LD10-CR44.8	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR52	C-LD10-CR44.9	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR53	C-LD10-CR45.1	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR54	C-LD10-CR45.2	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR55	C-LD10-CR45.3	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR56	C-LD10-CR45.4	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR57	C-LD10-CR45.5	Unknown	Unknown	Unknown	Unknown	NA				P1								X
	C-LD10-CR58	C-LD10-CR45.6	Unknown	Unknown	Unknown	Unknown	NA				P1								X
C-LD38	C-LD38-CR01	400-UG-CR02.1	Unknown	Unknown	Unknown	Unknown	Unknown				P1								X
	C-LD38-CR02	400-UG-CR04	0.90	0.10	9.129	1.814	NA			Box Culvert (2005x990mm)	P1								X
	C-LD38-CR03	N/A	1.40	0.10	4.50	1.70	NA			Box Culvert (1390x990mm)	P1								X
	C-LD38-CR04	N/A	1.70	0.70	4.80	2.70	NA			Box Culvert (2005x990mm)	P1								X
400-UG	400-UG-CR01	400-UG-CR00.1	Unknown	Unknown	Unknown	Unknown	Unknown				P1								X
	400-UG-CR02	400-UG-CR01	1.01	Dry	5.079	3.00	1.650			Bridge	P1								X
	400-UG-CR03	400-UG-CR02	1.40	0.50	Varies	2.707	1.900		Yes	Box Culvert (2005x990mm)	P1						X		
	400-UG-CR04	N/A	Unknown	Unknown	Unknown	Unknown	Unknown				P1								X
	400-UG-CR05	400-UG-CR05	1.53	1.20	6.00	3.191	2.150			Bridge	P1						X		
	400-UG-CR06	400-UG-CR06	1.03	0.60	3.469	1.20	1.650			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR07	400-UG-CR07	1.07	Dry	4.071	1.651	1.900			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR08	400-UG-CR08	1.63	0.48	11.953	2.105	2.150			Bridge	P1						X		
	400-UG-CR09	400-UG-CR09	1.16	Dry	4.32	2.501	1.650			Box Culvert (1390x990mm)	P1								X
	400-UG-CR10	400-UG-CR10	1.28	0.30	3.109	0.572	1.650			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR11	400-UG-CR11	1.55	1.00	4.246	2.00	2.150			Bridge	P1								X
	400-UG-CR12	400-UG-CR12	1.23	Dry	4.427	1.50	2.150			Bridge	P1								X
	400-UG-CR13	N/A	1.23	Dry	5.427	1.50	Unknown			Bridge	P1								X
	400-UG-CR14	400-UG-CR13	1.21	0.10	9.929	2.80	1.900			Bridge	P1								X
	400-UG-CR15	400-UG-CR15	1.07	Unknown	11.441	1.60	2.150			Box Culvert (1390x990mm)	P1								X
	400-UG-CR16	N/A	1.21	0.10	5.928	2.50	Unknown			Bridge	P1								X
	400-UG-CR17	N/A	Unknown	Unknown	Unknown	Unknown	Unknown				P1								X
	400-UG-CR18	N/A	1.07	Unknown	11.441	1.60	Unknown			Bridge	P1								X

	400-UG-CR19	400-UG-CR16	1.37	0.30	4.097	1.10	1.100			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR20	400-UG-CR17	1.70	0.30	4.992	1.50	2.50			Box Culvert (1390x990mm)	P1								X
	400-UG-CR21	400-UG-CR18	6.27	1.00	10.00	4.00	4.000			Bridge	P1	X							
	400-UG-CR22	N/A	Unknown	Unknown	Unknown	Unknown	Unkown				P2								X
	400-UG-CR23	N/A	6.27	1.00	10.00	4.00	4.000			Bridge	P1								X
	400-UG-CR24	400-UG-CR19	2.58	0.80	9.249	4.00	2.550			Bridge	P1								X
	400-UG-CR25	400-UG-CR20	1.67	0.40	5.957	2.50	2.50			Bridge	P1								X
	400-UG-CR26	400-UG-CR21	1.50	Dry	4.558	1.50	1.500			Bridge	P1								X
	400-UG-CR27	*400-UG-CR21.1	Unknown	Unknown	Unknown	Unknown	Unkown				P1								X
	400-UG-CR28	400-UG-CR22	1.02	Dry	4.087	1.00	1.650			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR29	N/A	1.00	Dry	4.087	1.00				Circular Culvert (600mm dia.)	P2								X
	400-UG-CR30	N/A	1.02	Dry	3.677	0.675				Circular Culvert (600mm dia.)	P2								X
	400-UG-CR31	400-UG-CR23	1.03	Dry	3.677	0.675	1.350			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR32	N/A	Unknown	Unknown	Unknown	Unknown					P2								
	400-UG-CR33	*400-UG-CR23.1	Unknown	Unknown	Unknown	Unknown	Unkown				P1								X
	400-UG-CR34	*400-UG-CR23.2	0.05	Unknown	3.248	1.999	0.000			Porous Fill	P1								X
	400-UG-CR35	N/A	Unknown	Unknown	Unknown	Unknown					P2								
	400-UG-CR36	400-UG-CR24	1.00	Dry	2.448	1.50	1.400			Box Culvert (1390x990mm)	P1								X
	400-UG-CR37	N/A	1.00	Dry	2.448	1.50				Box Culvert (1390x990mm)	P2								X
	400-UG-CR38	400-UG-CR25	0.77	0.10	5.022	0.741	1.400			Box Culvert (1390x990mm)	P1								X
	400-UG-CR39	N/A	0.77	0.10	5.022	0.741				Box Culvert (1390x990mm)	P2								X
	400-UG-CR40	*400-UG-CR25.1	0.25	Unknown	3.739	0.658	0.650			Porous Fill	P1								X
	400-UG-CR41	*400-UG-CR25.3	Unknown	Unknown	Unknown	Unknown	Unkown				P1								X
	400-UG-CR42	*400-UG-CR25.4	0.63	Unknown	5.035	0.452	1.150			Circular Culvert (300mm dia.)	P1								X
	400-UG-CR43	*400-UG-CR25.5	Unknown	Unknown	Unknown	Unknown	Unkown				P1								X
	400-UG-CR44	400-UG-CR26	0.48	Dry	2.748	1.254	2.150			Box Culvert (1390x990mm)	P1								X
	400-UG-CR45	400-UG-CR27	1.54	0.20	7.473	2.202	2.150			Bridge	P1								X
	400-UG-CR46	400-UG-CR28	0.53	Dry	4.206	0.557	1.150			Box Culvert (1390x990mm)	P1	X							
	400-UG-CR47	400-UG-CR29	0.48	Dry	3.582	0.70	1.150			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR48	*400-UG-CR29.1	0.45	Unknown	4.921	0.70	5.100			Porous Fill	P1								X
	400-UG-CR49	400-UG-CR30	0.73	Dry	3.813	0.611	1.150			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR50	400-UG-CR36	1.33	Dry	4.49	0.995	1.100			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR51	*400-UG-CR36.1	0.31	0.1	3.886	0.50	0.000			Porous Fill	P1								X
	400-UG-CR52	400-UG-CR32	0.68	Dry	3.733	0.654	1.100			Circular Culvert (300mm dia.)	P1								X
	400-UG-CR53	400-UG-CR33	0.95	Unknown	4.124	0.873	1.100			Circular Culvert (600mm dia.)	P1								X
	400-UG-CR54	400-UG-CR34	1.60	Dry	12.77	5.00	2.150			Bridge	P1								X
	400-UG-CR55	*400-UG-CR34.1	0.45	Unknown	6.193	1.50	0.000			Porous Fill	P1								X
	400-UG-CR56	400-UG-CR35	1.20	0.20	3.00	1.00	1.650			Bridge	P1								X
	400-UG-CR57	N/A	1.20	0.20	3.00	1.00	1.650			Bridge	P2								X
	400-UG-CR58	*400-UG-CR35.1	0.14	Unknown	4.406	0.90	0.650			Porous Fill	P1								X
	400-UG-CR59	N/A	Unknown	Unknown	Unknown	Unknown	Unkown				P2								X
	400-UG-CR60	N/A	0.60	Dry	Varies	Varies	0.650			Circular Culvert (300mm dia.)	P2								X
C-LD39	C-LD39-CR01	C-LD39-CR0.1	Unknown	Unknown	Unknown	Unknown	N/A				P1			X					
	C-LD39-CR02	C-LD39-CR0.2	Unknown	Unknown	Unknown	Unknown	N/A				P1								X
	C-LD39-CR03	C-LD39-CR0.3	Unknown	Unknown	Unknown	Unknown	N/A				P1								X
	C-LD39-CR04	C-LD39-CR01	0.20	Dry	2.50	0.90	N/A			Porous Fill	P1								X
	C-LD39-CR05	C-LD39-CR02	2.20	1.00	2.50	2.50	N/A			Box Culvert (2005x990mm)	P1								X
	C-LD39-CR06	C-LD39-CR03	0.60	Dry	2.20	1.20	N/A			Circular Culvert (300mm dia.)	P1								X
	C-LD39-CR07	C-LD39-CR04	1.45	0.84	3.50	2.10	N/A			Box Culvert (2005x990mm)	P1								X
	C-LD39-CR08	C-LD39-CR05	1.80	0.90	2.80	2.00	N/A			Box Culvert (2005x990mm)	P1								X
	C-LD39-CR09	C-LD39-CR06	2.30	1.29	4.40	3.70	N/A			Bridge	P1			X					
	C-LD39-CR10	N/A	Unknown	Unknown	Unknown	Unknown	N/A				P1								X
	C-LD39-CR11	C-LD39-CR07	1.70	1.20	3.80	2.50	N/A			Box Culvert (2005x990mm)	P1								X
	C-LD39-CR12	C-LD39-CR08	1.70	1.10	4.20	2.80	N/A		Yes	Box Culvert (2005x990mm)	P1								X
	C-LD39-CR13	C-LD39-CR09	3.20	1.20	3.40	1.00	N/A			Circular Culvert (600mm dia.)	P1								X
	C-LD39-CR14	C-LD39-CR10	1.30	0.40	3.50	1.00	N/A			Circular Culvert (600mm dia.)	P1								X
	C-LD39-CR15	C-LD39-CR10.1	Unknown	Unknown	Unknown	Unknown	N/A				P1			X					
	C-LD39-CR16	C-LD39-CR10.2	Unknown	Unknown	Unknown	Unknown	N/A				P1			X					
	C-LD39-CR17	C-LD39-CR11	1.80	1.20	3.20	2.50	N/A			Box Culvert (2005x990mm)	P1								X
	C-LD39-CR18	C-LD39-CR12	1.80	1.00	3.00	2.30	N/A			Bridge	P1			X					
	C-LD39-CR19	C-LD39-CR13	2.05	1.00	5.80	2.50	N/A			Bridge	P1								X
	C-LD39-CR20	C-LD39-CR14	1.90	1.50	6.00	2.30	N/A			Bridge	P1			X					
	C-LD39-CR21	C-LD39-CR15	Unknown	Unknown	Unknown	Unknown	N/A				P1								X
	C-LD39-CR22	C-LD39-CR16	Unknown	Dry	5.50	2.60	N/A			Bridge	P1								X

DRAFT CROSSINGS SCHEDULE MMD-332069-C-SPR-GEN-XX-0004 PROVIDED BY MOTT MACDONALD Sheet 4 of 6

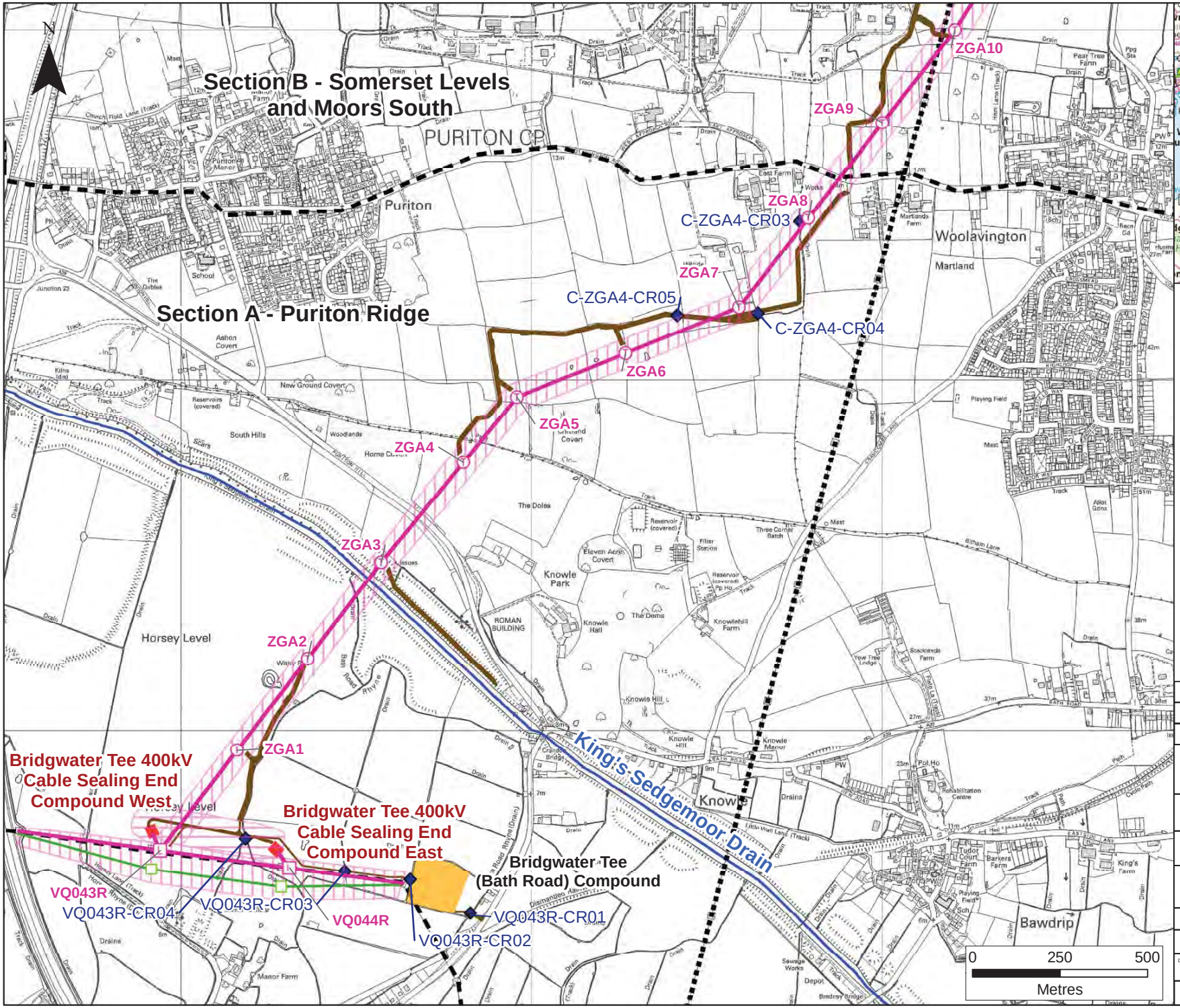
	C-LD39-CR23	C-LD39-CR17	Unknown	Dry	11.50	5.50	NA			Bridge	P1							X
	C-LD39-CR24	C-LD39-CR18	0.90	0.20	Unknown	Unknown	NA				P1							X
	C-LD39-CR25	C-LD39-CR19	0.65	Dry	6.00	3.424	NA	Yes		Porous Fill	P1							X
	C-LD39-CR26	C-LD39-CR19	5.45	Dry	1.653	6.544	NA				P1							X
AT Route	AT-Route-CR01	C-LD39-CR20	0.60	Dry	Varies	Varies	0.650			Circular Culvert (300mm dia.)	P1							X
	AT-Route-CR02	N/A	0.20	Unknown	4.149	1.38	Unknown			Porous Fill	P1							X
AT30	AT30-CR01	N/A	0.73	Dry	2.887	1.102	NA			Circular Culvert (300mm dia.)	P1							X
	AT30-CR02	N/A	2.00	0.75	6.852	2.00	NA			Bridge	P1				X			
	AT30-CR03	N/A	1.50	Dry	3.00	1.00	NA			Circular Culvert (600mm dia.)	P1							X
AT29	AT29-CR01	AT29-CR01.1	0.50	Dry	2.00	0.50	NA			Circular Culvert (300mm dia.)	P1							X
	AT29-CR02	AT29-CR01	1.20	Dry	3.70	1.30	NA			Circular Culvert (600mm dia.)	P1							X
	AT29-CR03	AT29-CR02	3.00	0.30	3.00	1.00	NA			Circular Culvert (600mm dia.)	P1							X
	AT29-CR04	AT29-CR03	0.50	Dry	3.50	2.00	NA			Circular Culvert (300mm dia.)	P1							X
	AT29-CR05	AT29-CR04	0.50	Dry	3.50	2.00	NA			Circular Culvert (300mm dia.)	P1							X
	AT29-CR06	AT29-CR05	1.20	0.60	5.50	4.00	NA			Bridge	P1				X			
	AT29-CR07	AT29-CR05.1	Unknown	Unknown	Unknown	Unknown	NA				P1							X
Y1R	Y1R-CR01	N/A	1.10	Unknown	Varies	0.447				Circular Culvert (300mm dia.)	P1							X
C-LD53	C-LD53-CR01	N/A	1.80	0.90	3.00	Unknown	NA			Box Culvert (2005x990mm)	P1							X
	C-LD53-CR02	N/A	1.30	0.70	4.80	3.00	NA		Yes	Box Culvert (2005x990mm)	P1							X
	C-LD53-CR03	N/A	2.10	0.90	6.50	5.70	NA		Yes	Bridge	P1				X			
	C-LD53-CR04	N/A	3.40	1.18	11.00	7.00	NA			Bridge	P1	X	X					
	C-LD53-CR05	N/A	1.20	0.70	4.50	2.00	NA	Yes		Box Culvert (2005x990mm)	P1		X					X
	C-LD53-CR06	N/A	1.50	0.40	4.00	1.50	NA			Box Culvert (1390x990mm)	P1		X					X
	C-LD53-CR07	N/A	1.51	0.41	4.01	1.51	NA			Box Culvert (1390x990mm)	P1		X					X
C-LD54	C-LD54-CR01	N/A	Unknown	Unknown	Unknown	Unknown	NA				P1							X
	C-LD54-CR02	N/A	1.50	0.50	3.50	1.50	NA			Box Culvert (1390x990mm)	P1							X
	C-LD54-CR03	N/A	1.50	0.50	3.00	1.50	NA			Box Culvert (1390x990mm)	P1							X
	C-LD54-CR04	N/A	1.50	0.70	3.00	1.50	NA			Box Culvert (1390x990mm)	P1				X			
	C-LD54-CR05	N/A	1.50	0.70	2.00	1.50	NA			Box Culvert (1390x990mm)	P1				X			
	C-LD54-CR06	N/A	1.80	0.70	2.00	2.00	NA			Box Culvert (2005x990mm)	P1							X
	C-LD54-CR07	N/A	1.30	0.90	3.50	2.00	NA			Box Culvert (2005x990mm)	P1				X			
	C-LD54-CR08	N/A	1.90	0.85	3.00	2.50	NA		Yes	Box Culvert (2005x990mm)	P1				X			
	C-LD54-CR09	N/A	1.90	1.05	5.50	1.65	NA			Box Culvert (1390x990mm)	P1							X
	C-LD54-CR10	N/A	1.80	1.00	3.80	1.50	NA			Box Culvert (1390x990mm)	P1							X
	C-LD54-CR11	N/A	2.80	1.00	5.00	2.00	NA			Bridge	P1							X
	C-LD54-CR12	N/A	1.60	0.60	3.00	2.00	NA			Box Culvert (2005x990mm)	P1							X
	C-LD54-CR13	N/A	1.50	Unknown	4.00	Unknown	NA			Box Culvert (1390x990mm)	P1							X
	C-LD54-CR14	N/A	1.50	Unknown	4.00	Unknown	NA			Box Culvert (1390x990mm)	P1							X
	C-LD54-CR15	N/A	1.10	0.50	1.90	1.80	NA			Box Culvert (1390x990mm)	P1							X
	C-LD54-CR16	N/A	1.95	1.05	5.05	3.40	NA		Yes	Bridge	P1				X			
	C-LD54-CR17	N/A	1.90	1.00	5.00	3.40	NA		Yes	Bridge	P1				X			
	C-LD54-CR18	N/A	2.80	Dry	2.90	1.50	NA			Box Culvert (1390x990mm)	P1							X
C-LD62	C-LD62-CR01	N/A	1.70	0.65	4.25	2.40	NA			Box Culvert (2005x990mm)	P1						MEADMOOR	
	C-LD62-CR02	N/A	1.00	Dry	4.00	1.50	NA			Box Culvert (1390x990mm)	P1							X
	C-LD62-CR03	N/A	1.40	Dry	3.50	Unknown	NA			Box Culvert (1390x990mm)	P1							X
	C-LD62-CR04	N/A	1.80	Dry	4.00	1.50	NA			Box Culvert (1390x990mm)	P1							X
C-LD70	C-LD70-CR01	N/A	0.40	Dry	3.00	0.75	NA			Porous Fill	P1				X			
	C-LD70-CR02	N/A	1.70	0.75	3.10	1.90	NA			Box Culvert (1390x990mm)	P1		X		X			
	C-LD70-CR03	C-LD70-CR04	0.70	Dry	3.05	1.50	NA	Yes		Box Culvert (1390x990mm)	P1		X					X
	C-LD70-CR04	C-LD70-CR05	1.90	0.60	4.00	1.50	NA			Box Culvert (1390x990mm)	P1		X					X
	C-LD70-CR05	C-LD70-CR06	2.00	0.50	4.00	1.50	NA			Box Culvert (1390x990mm)	P1		X					X
	C-LD70-CR06	C-LD70-CR07	1.70	0.60	4.00	2.00	NA			Box Culvert (2005x990mm)	P1		X					X
	C-LD70-CR07	C-LD70-CR08	2.40	1.04	8.50	5.50	NA			Bridge	P1		X					X
	C-LD70-CR08	C-LD70-CR09	1.55	0.70	4.00	1.90	NA			Box Culvert (1390x990mm)	P1		X					X
	C-LD70-CR09	C-LD70-CR10	0.9/0.7	Dry	4.20	2.00	NA			Box Culvert (2005x990mm)	P1		X					X
	C-LD70-CR10	C-LD70-CR11	2.00	0.50	3.40	2.00	NA			Box Culvert (2005x990mm)	P1		X		X			
	C-LD70-CR11	C-LD70-CR12	2.10	0.52	3.30	1.50	NA			Box Culvert (1390x990mm)	P1		X					X
	C-LD70-CR12	C-LD70-CR13	1.50	0.30	4.90	1.50	NA			Box Culvert (1390x990mm)	P1		X					X

	C-LD70-CR13	C-LD70-CR14	1.5/1.1	0.45	2.50	1.60	N/A			Box Culvert (1390x990mm)	P1		X					X
C-LD74	C-LD74-CR01	N/A	2.00	0.60	3.50	1.50	N/A			Box Culvert (1390x990mm)	P1		X		X			
	C-LD74-CR02	N/A	1.50	0.50	3.00	1.50	N/A			Box Culvert (1390x990mm)	P1		X		X			
	C-LD74-CR03	N/A	1.50	0.50	3.00	1.95	N/A			Box Culvert (1390x990mm)	P1		X					X
	C-LD74-CR04	N/A	1.70	0.60	5.00	2.70	N/A			Bridge	P1		X					X
	C-LD74-CR05	N/A	2.00	0.70	3.90	1.50	N/A			Box Culvert (1390x990mm)	P1		X					X
	C-LD74-CR06	N/A	1.55	0.40	3.50	1.50	N/A			Box Culvert (1390x990mm)	P1		X					X
	C-LD74-CR07	N/A	1.55	0.40	3.50	1.50	N/A			Circular Culvert (600mm dia.)	P1		X					X
	C-LD74-CR08	C-LD74-CR07	1.80	1.10	3.50	2.00	N/A			Box Culvert (1390x990mm)	P1		X					X
	C-LD74-CR09	N/A	1.30	0.65	2.60	1.00	N/A			Circular Culvert (600mm dia.)	P1		X					X
	C-LD74-CR10	N/A	1.60	0.60	3.30	1.80	N/A			Box Culvert (1390x990mm)	P1		X					X
	C-LD74-CR11	N/A	1.90	0.80	4.00	1.40	N/A			Box Culvert (1390x990mm)	P1		X					X
C-LD76	C-LD76-CR01	N/A	1.70	0.30	4.00	2.00	N/A	Yes		Box Culvert (2005x990mm)	P1		X		X			
	C-LD76-CR02	N/A	2.00	1.00	5.00	2.20	N/A			Bridge	P1		X					X
	C-LD76-CR03	N/A	1.20	Dry	2.80	1.20	N/A			Circular Culvert (600mm dia.)	P1		X					X
	C-LD76-CR04	N/A	1.90	0.40	2.80	1.40	N/A			Box Culvert (1390x990mm)	P1		X					X
C-LD78	C-LD78-CR01	N/A	Unknown	Unknown	Unknown	Unknown	N/A				P3				X			
	C-LD78-CR02	C-LD78-CR01	1.80	0.50	4.00	1.80	N/A			Box Culvert (1390x990mm)	P3		X		X			
W-Route	W-ROUTE-CR01	N/A	1.54	0.217	Varies	14.784	2.400			Bridge	P1							X
	W-ROUTE-CR02	N/A	1.80	0.40	3.50	1.20	Unknown			Box Culvert (1390x990mm)	P1		X		X			
	W-ROUTE-CR03	N/A	0.75	0.15	4.902	1.50	1.400			Box Culvert (1290x990mm)	P1							X
	W-ROUTE-CR04	N/A	1.05	0.25	0.25	Varies	2.150			Box Culvert (1390x990mm)	P1		X		X			
	W-ROUTE-CR05	N/A	1.28	0.80	5.03	2.415	1.900			Box Culvert (2005x990mm)	P1		X		X			
	W-ROUTE-CR06	N/A	0.86	1.10	Varies	Varies	1.400			Bridge	P1		X					X
	W-ROUTE-CR07	N/A	1.51	1.05	11.359	Unknown	1.905			Bridge	P1	X						
	W-ROUTE-CR08	W-ROUTE-CR07.1	Unknown	Unknown	Unknown	Unknown	Unknown				P1							X
	W-ROUTE-CR09	W-ROUTE-CR08	2.02	0.40	5.427	1.60	2.650			Box Culvert (1390x990mm)	P1				X			
	W-ROUTE-CR10	N/A	0.9	Dry	4.2	1.6	Unknown			Box Culvert (1390x990mm)	P1							X
	W-ROUTE-CR11	N/A	2.01	Dry	13.522	2.01	Unknown			Box Culvert (2005x990mm)	P1							X
	W-ROUTE-CR12	W-ROUTE-CR10	2.00	Dry	14.81	2.00	1.400			Bridge	P1							X
	W-ROUTE-CR13	W-ROUTE-CR11	Unknown	Unknown	8.593	Unknown	Unknown				P1							X
	W-ROUTE-CR14	W-ROUTE-CR12	Unknown	Unknown	Varies	Unknown	Unknown				P1							X
C-LD95	C-LD95-CR01	N/A	2.45	0.65	6.05	1.20	N/A		Yes	Bridge	P1	X						
C-LD96	C-LD96-CR01	N/A	1.50	Dry	8.05	Unknown	N/A			Bridge	P1							X
P-LD99	P-LD99-CR01	N/A	1.2.00, R 0.75	Dry	13.694	2.00	N/A			Bridge	P1							X
	P-LD99-CR02	N/A	1.50	1.20	9.309	2.00	N/A			Box Culvert (2005x990mm)	P1							X
	P-LD99-CR03	N/A	1.60	0.60	19.564	1.60	N/A			Box Culvert (1390x990mm)	P1							X
	P-LD99-CR04	N/A	1.50	0.50	Varies	2.00	N/A			Box Culvert (1290x990mm)	P1							X
	P-LD99-CR05	N/A	Unknown	Unknown	Unknown	Unknown	N/A				P1							X
BW-P	BW-P-CR01	BW-P-CR01	Unknown	Unknown	Varies	Unknown					P1							X
P-LD101	P-LD101-CR01	N/A	Unknown	Unknown	Unknown	Unknown	N/A				P1							X
C-LD114	C-LD114-CR01	N/A	2.00	Dry	4.00	1.50	N/A			Box Culvert (1290x990mm)	P1							X
	C-LD114-CR02	C-LD114-CR01.2	Unknown	Unknown	Unknown	Unknown	N/A				P1							X
G-Route	G-ROUTE-CR01	*G-ROUTE-CR00.1	0.62	Unknown	3.589	Unknown	1.150				P1							X
	G-ROUTE-CR02	G-ROUTE-CR00.2	Unknown	Unknown	Unknown	Unknown	Unknown				P1							X
	G-ROUTE-CR03	G-ROUTE-CR00.3	Unknown	Unknown	3.547	Unknown	Unknown				P1							X
	G-ROUTE-CR04	G-ROUTE-CR01	Unknown	Unknown	7.773	Unknown	Unknown				P1							
	G-ROUTE-CR05	G-ROUTE-CR02	1.50	0.80	6.00	4.00	2.150			Bridge	P1			X				
	G-ROUTE-CR06	G-ROUTE-CR03	1.60	0.90	6.00	4.00	2.150			Bridge	P1			X				
	G-ROUTE-CR07	G-ROUTE-CR03.1	Unknown	Unknown	Unknown	Unknown	Unknown				P1			X				
	G-ROUTE-CR08	N/A	Unknown	Unknown	Unknown	Unknown	Unknown				P1							X
	G-ROUTE-CR09	N/A	Unknown	Unknown	Unknown	Unknown	Unknown				P1							X
	G-ROUTE-CR10	G-ROUTE-CR04	1.60	Unknown	3.893	1.60	1.400			Bridge	P1			X				
	G-ROUTE-CR11	*G-ROUTE-CR04.1	1.59	0.70	4.84	2.00	Unknown			Box Culvert (2005x990mm)	P1			X				
	G-ROUTE-CR12	G-ROUTE-CR05	1.62	0.70	4.72	2.00	2.150			Box Culvert (2005x990mm)	P1			X				
	G-ROUTE-CR13	N/A	Unknown	Unknown	Unknown	Unknown	Unknown				P1							X

DRAFT CROSSINGS SCHEDULE MMD-332069-C-SPR-GEN-XX-0004 PROVIDED BY MOTT MACDONALD Sheet 6 of 6

	G-ROUTE-CR14	N/A	Unknown	Unknown	Unknown	Unknown	Unknown											X
C-LD118	C-LD118-CR01	*G-ROUTE-CR03.4	Unknown	Unknown	Unknown	Unknown	N/A							X				
C-LD119	C-LD119-CR01	N/A	2.70	1.20	9.00	4.00	N/A			Bridge				X				
C-LD120	C-LD120-CR01	N/A	2.70	1.20	9.00	4.00	N/A			Bridge				X				
	C-LD120-CR02	N/A	Unknown	Unknown	Unknown	Unknown	N/A							X				
C-LD121	C-LD121-CR01	C-LD121-CR01	Unknown	Unknown	Unknown	Unknown	N/A		Yes									X
	C-LD121-CR02	C-LD121-CR01.2	Unknown	Unknown	Unknown	Unknown	N/A											X
	C-LD121-CR03	C-LD121-CR01.3	Unknown	Unknown	Unknown	Unknown	N/A											X
	C-LD121-CR04	C-LD121-CR02	Unknown	Unknown	Unknown	Unknown	N/A											X
C-LD125	C-LD125-CR01	N/A	Unknown	Unknown	Unknown	Unknown	N/A											X
C-LD127	C-LD127-CR01	N/A	Unknown	Unknown	Unknown	Unknown	N/A											X
Seabank	Seabank-CR01	N/A	2.20	0.50	4.00	2.00	2,650			Circular Culvert (500mm dia.)								X
	Seabank-CR02	N/A	0.50	0.40	3.50	1.50	1,150			Box Culvert (2003x990mm)								X

Appendix F – Proposed Construction Phase Haul Roads and Watercourse Crossings



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

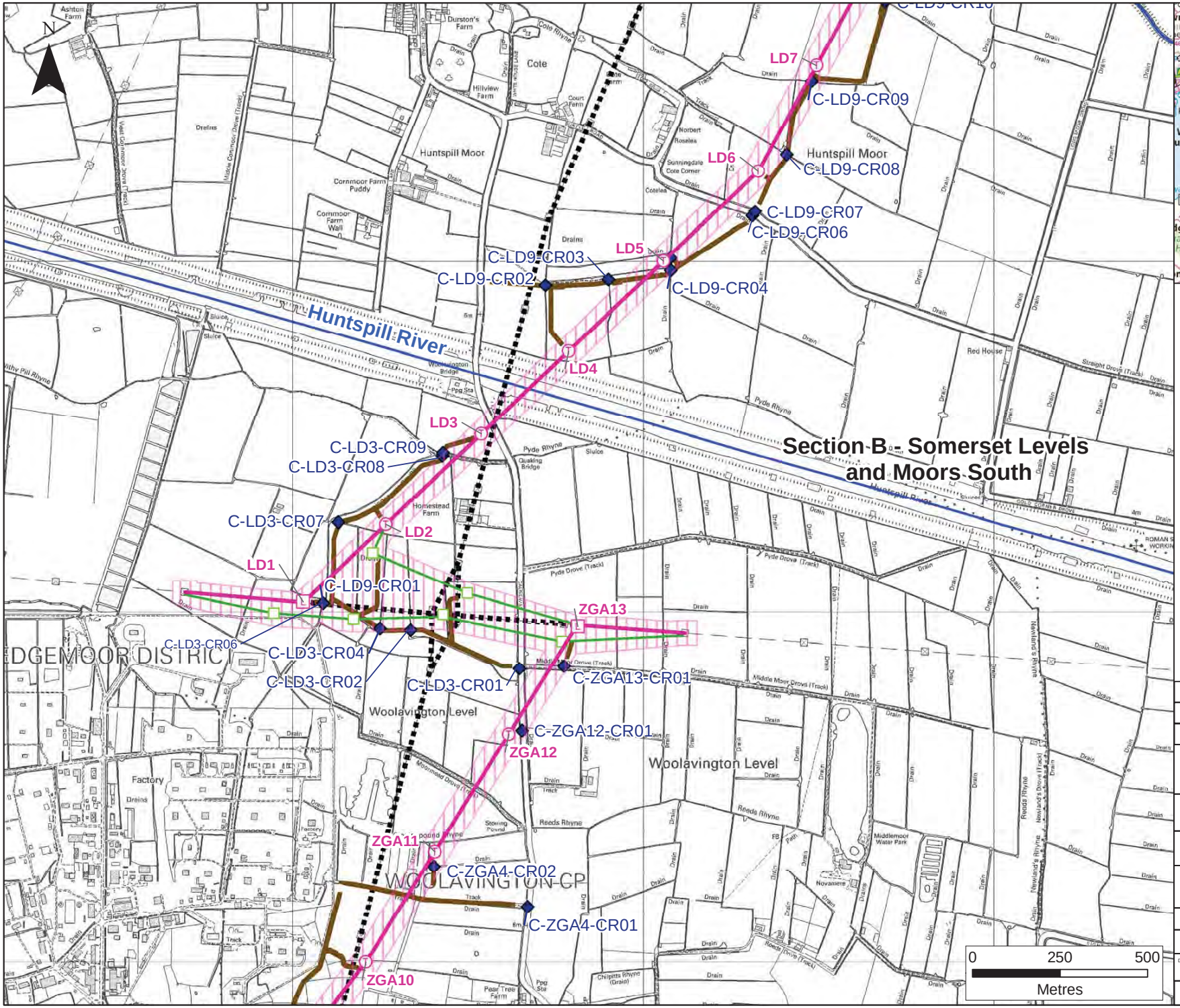
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 1 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 1 | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
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Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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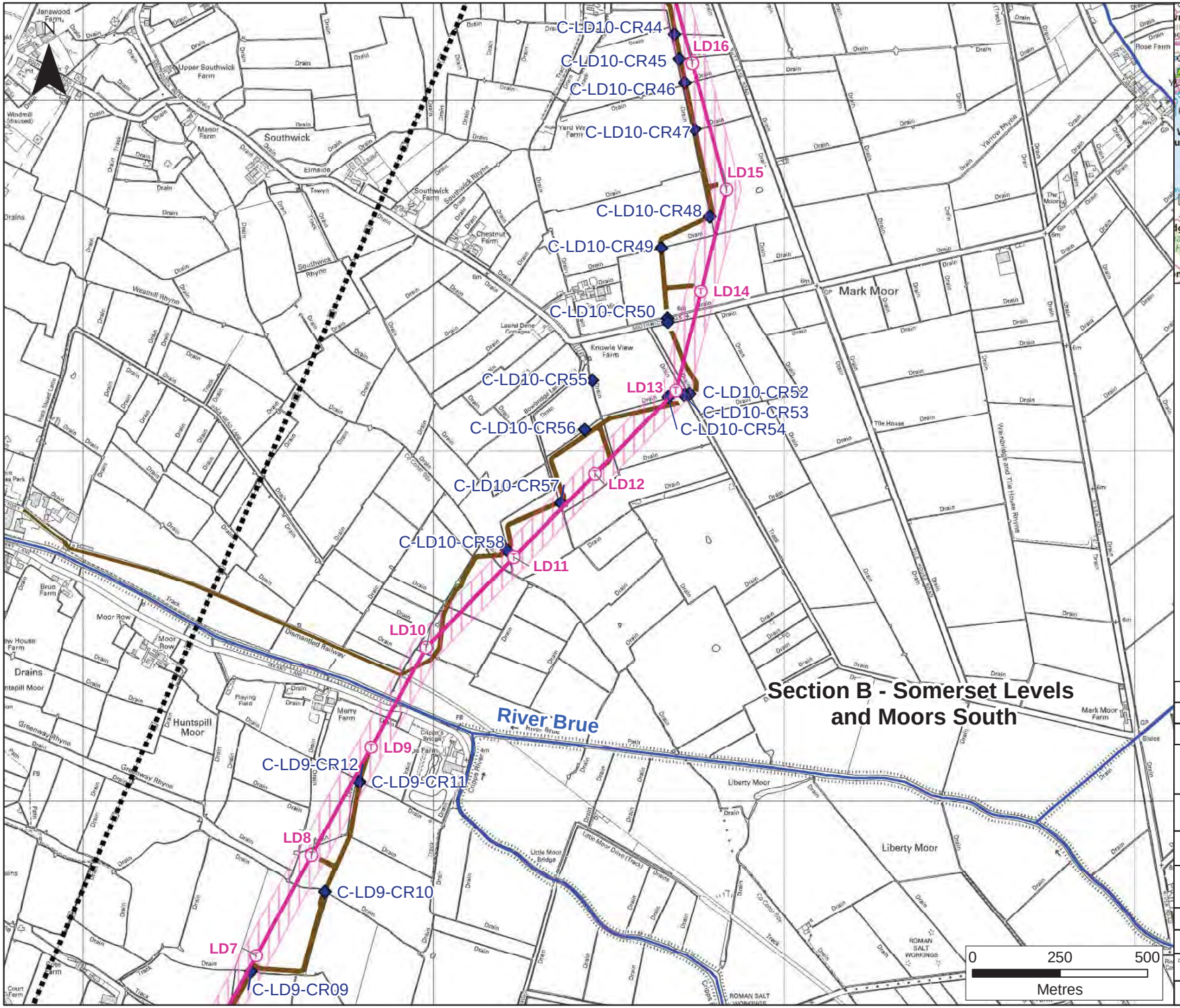
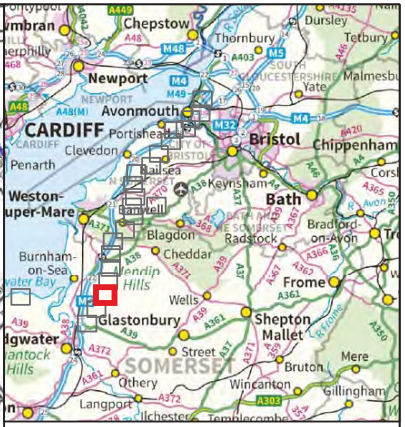
Title: **Proposed Development Construction Phase Works**
Figure 2 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 2 | **B**





Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
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Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
B	OCT 2014	For Issue	PG	SM	SM	SB
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Client: nationalgrid

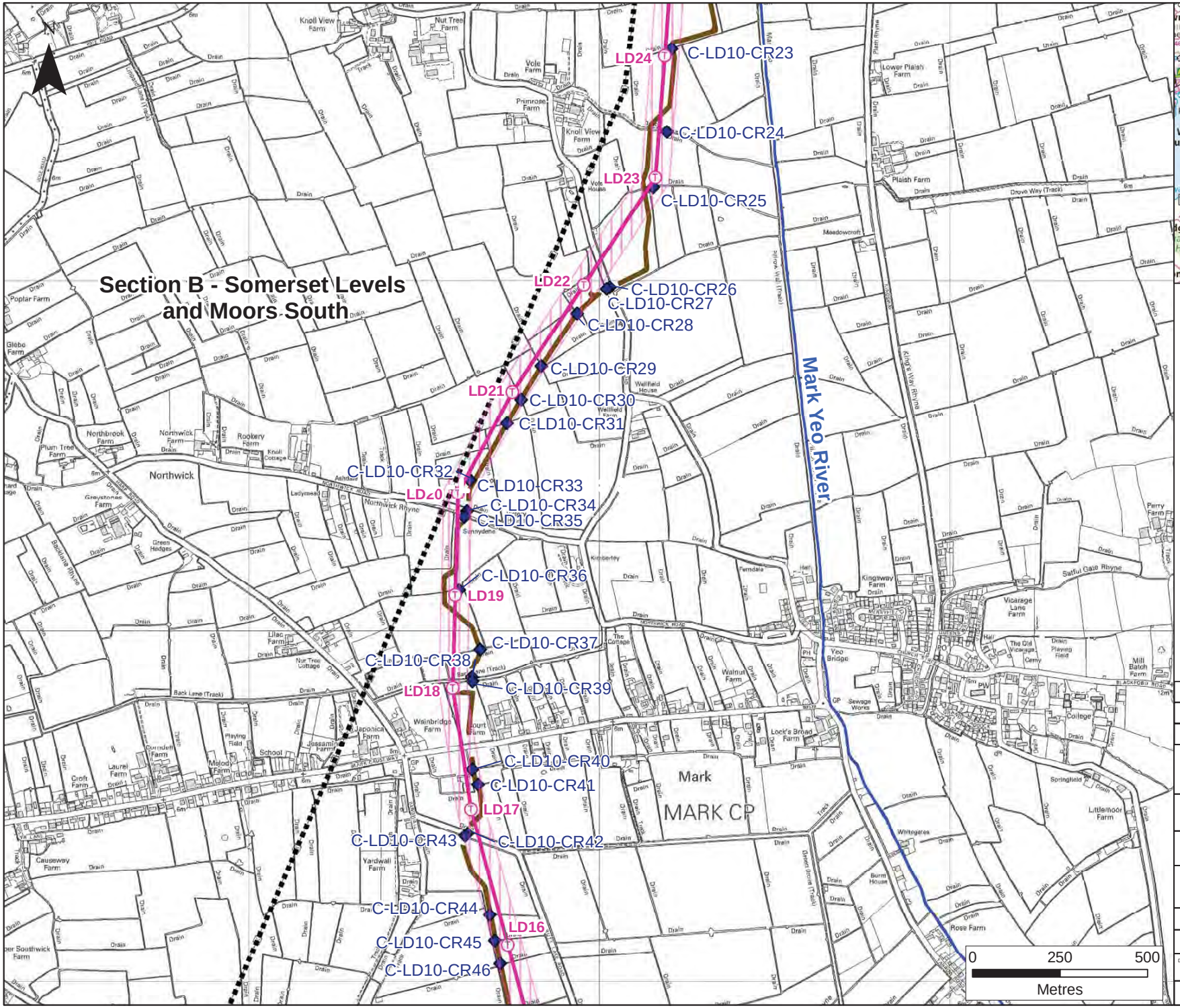
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 3 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 3 | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB

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Client: nationalgrid

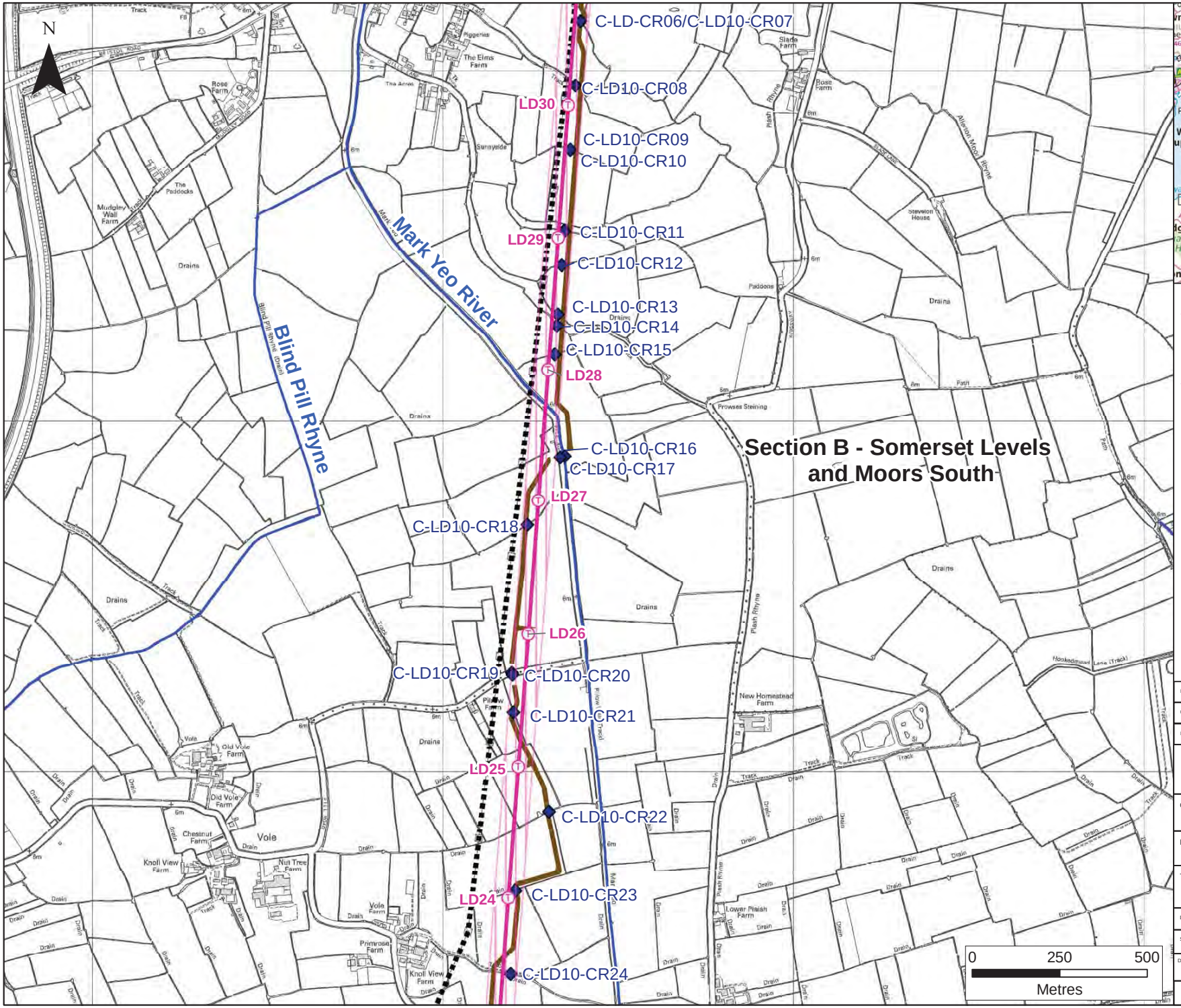
Project Title: **National Grid Hinkley C Connection Project**

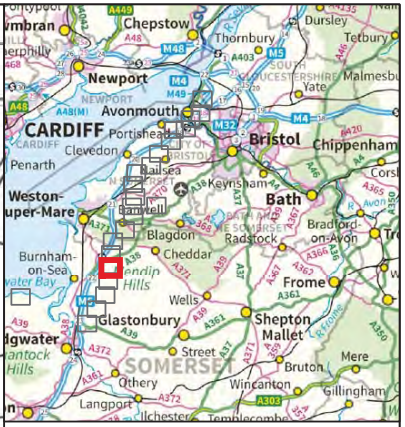
Title: **Proposed Development Construction Phase Works**
Figure 4 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 4 | **B**





Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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0	MARCH 14	DCO Submission	PG	SG	SM	IB

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www.jacobs.com

Client: nationalgrid

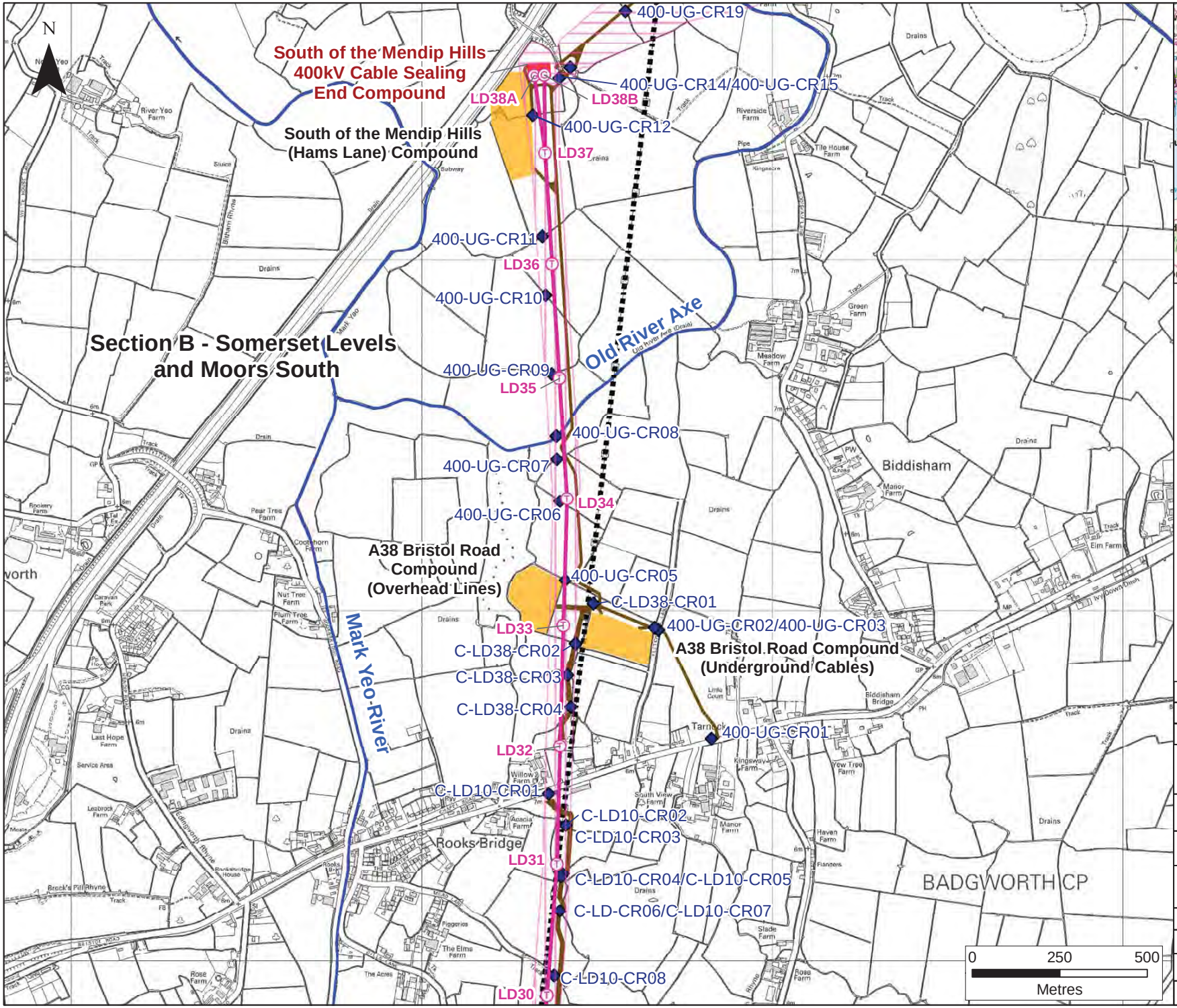
Project Title: **National Grid Hinkley C Connection Project**

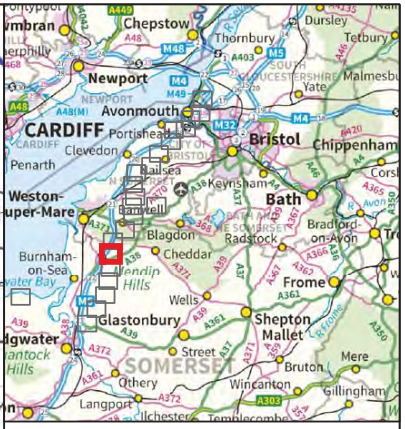
Title: **Proposed Development Construction Phase Works**
Figure 5 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 DO NOT SCALE

Drawing: B2916420 / Appendix F / 5 **B**





Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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Client: nationalgrid

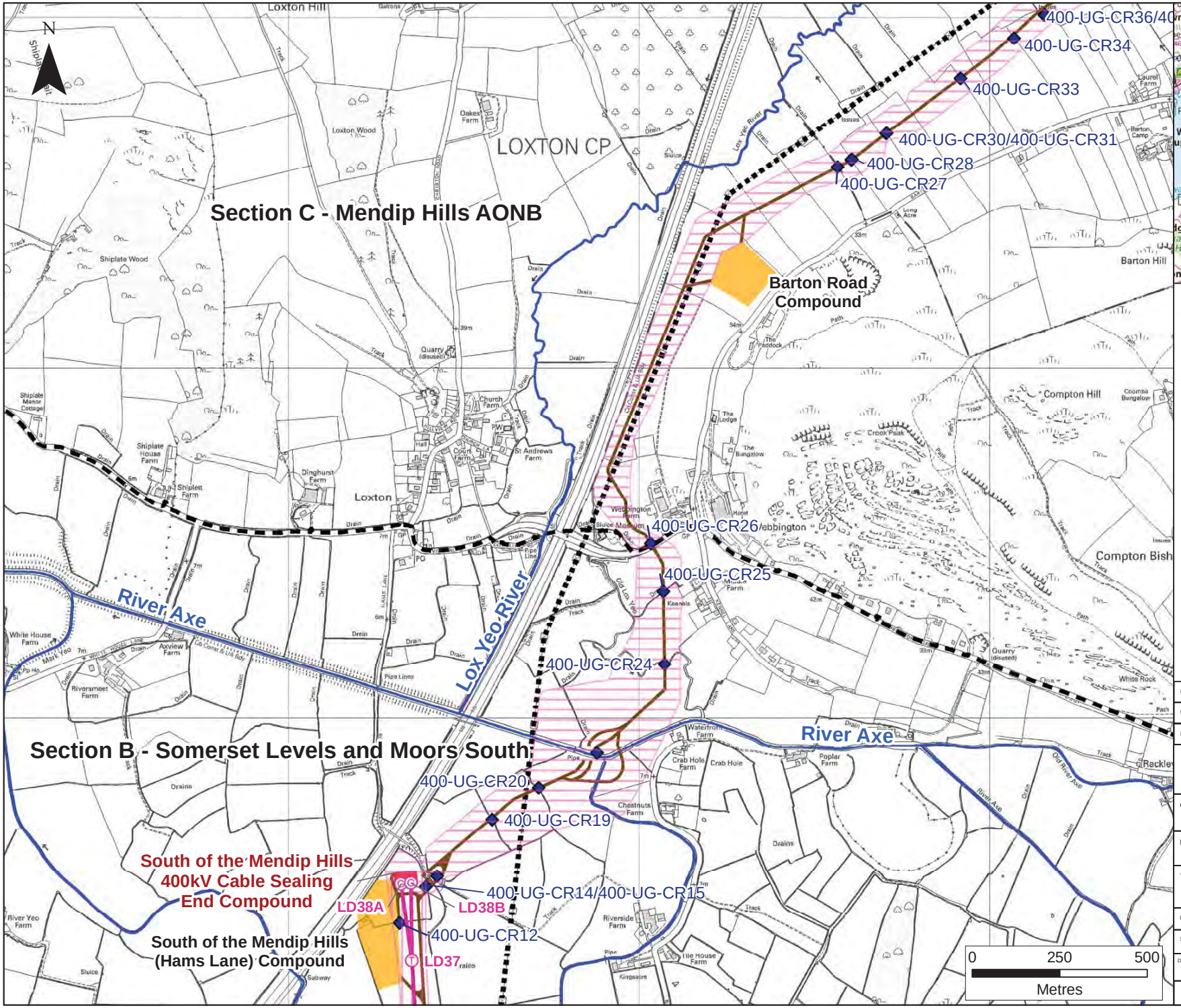
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 6 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 6 | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'd
B	OCT 2014	For Issue	PG	SM	SM	SB
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Client: nationalgrid

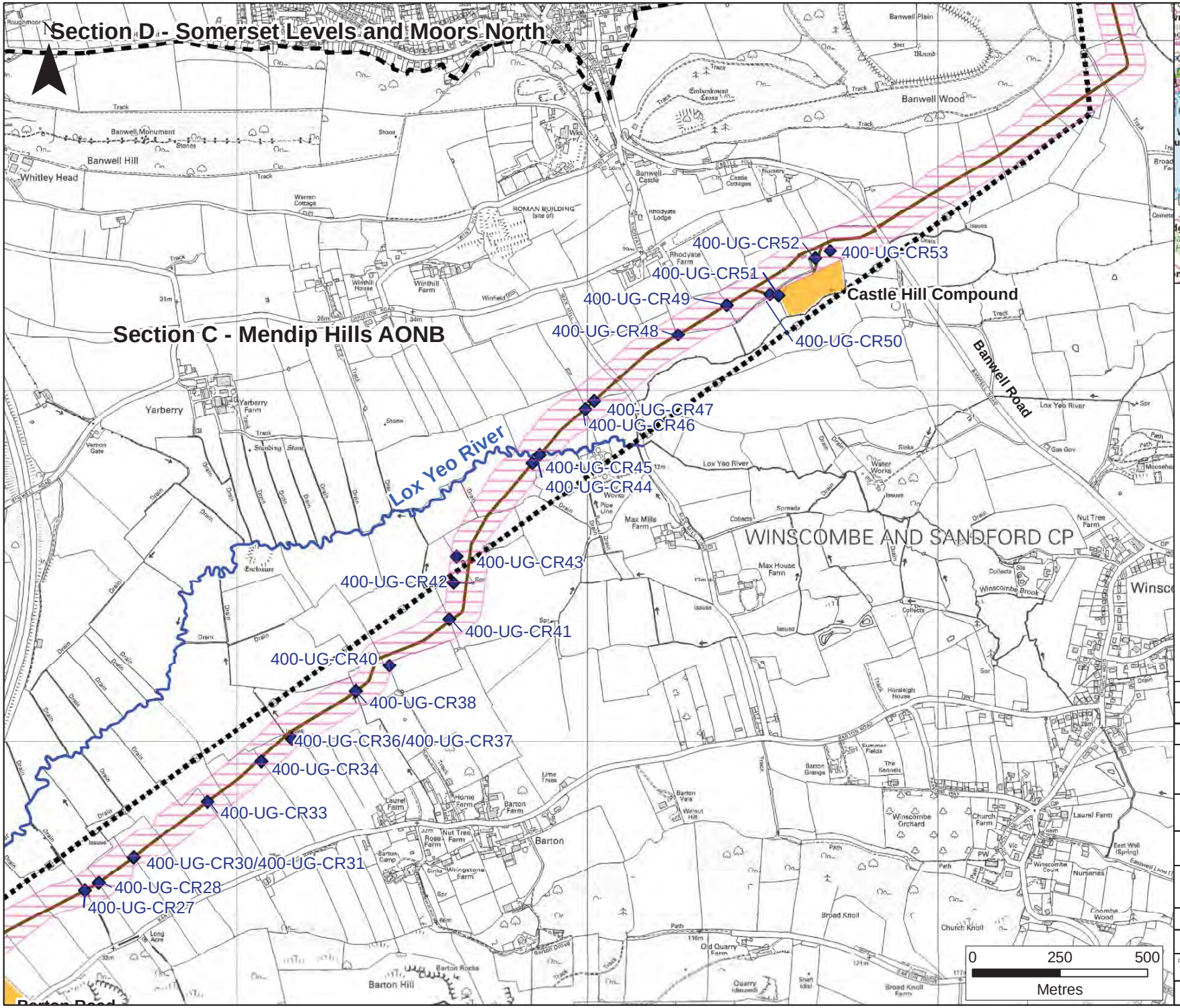
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 7 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 7 | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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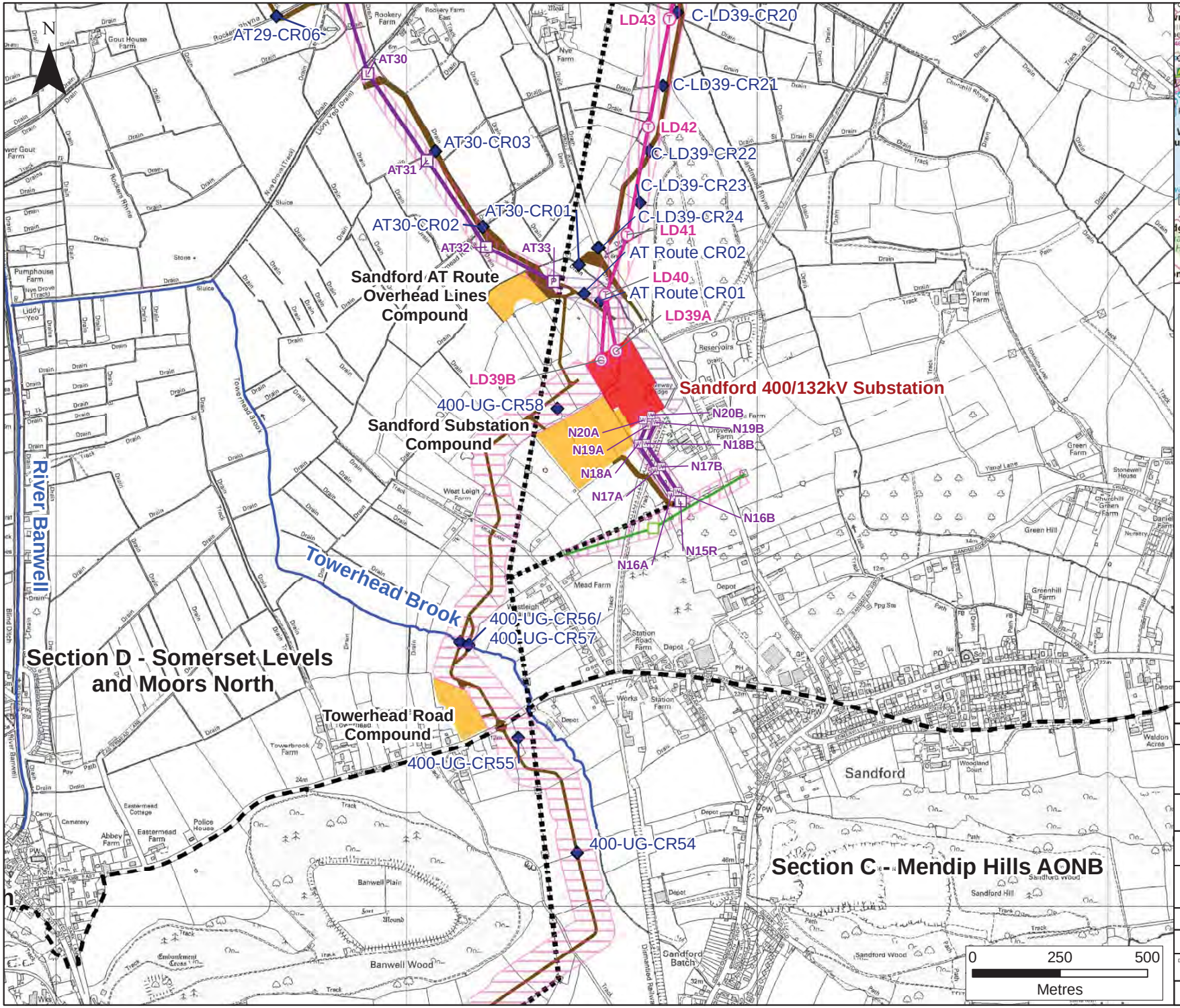
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 8 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 8 | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

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Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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Client: nationalgrid

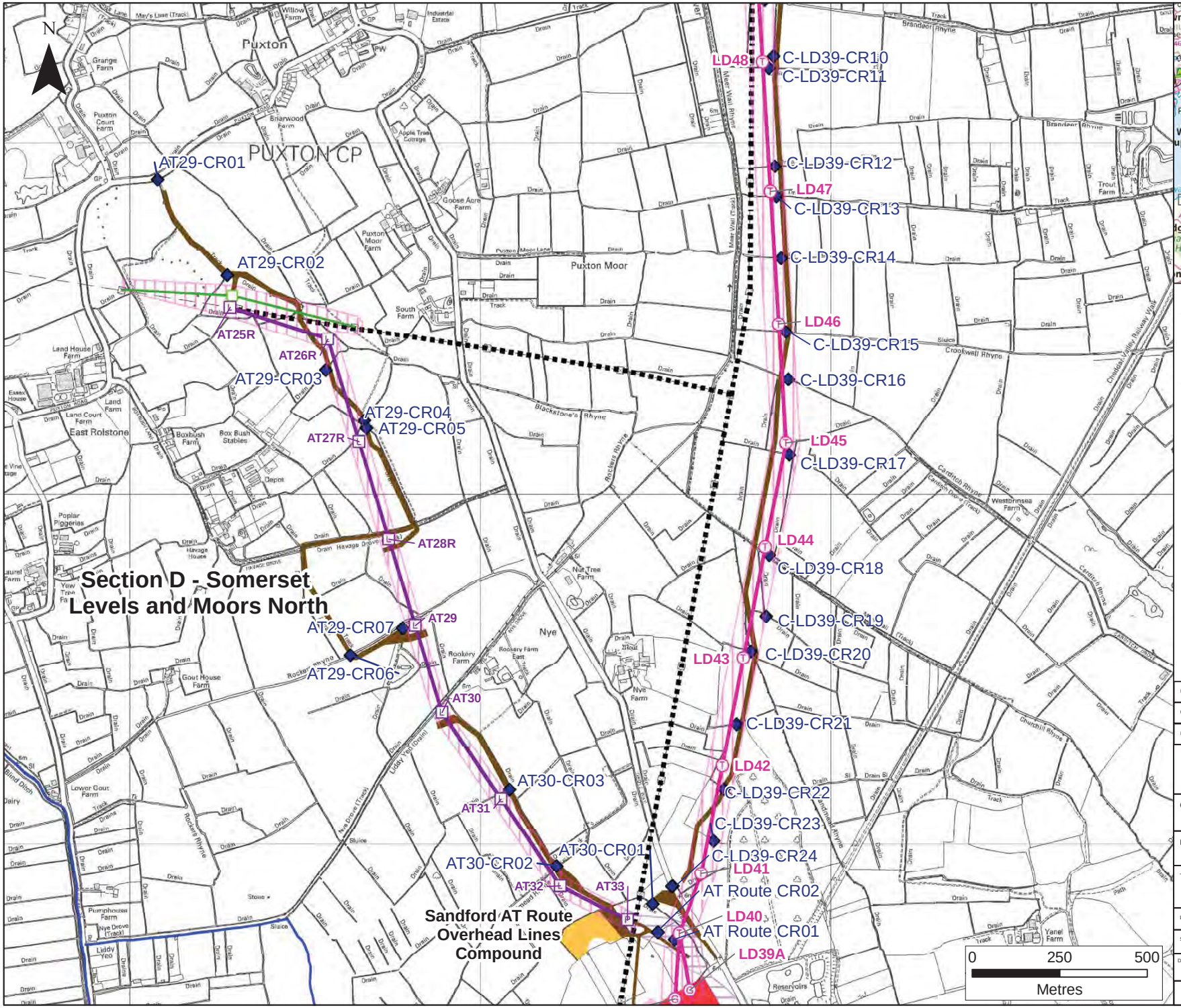
Project Title: **National Grid Hinkley C Connection Project**

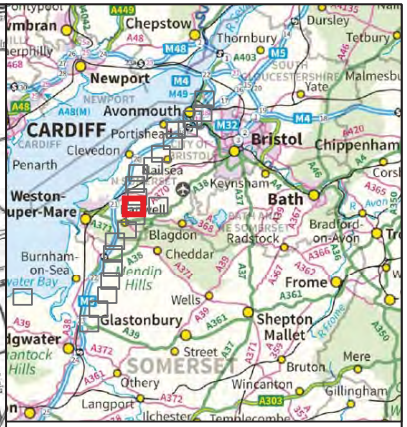
Title: **Proposed Development Construction Phase Works**
Figure 9 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 9 | **B**





Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
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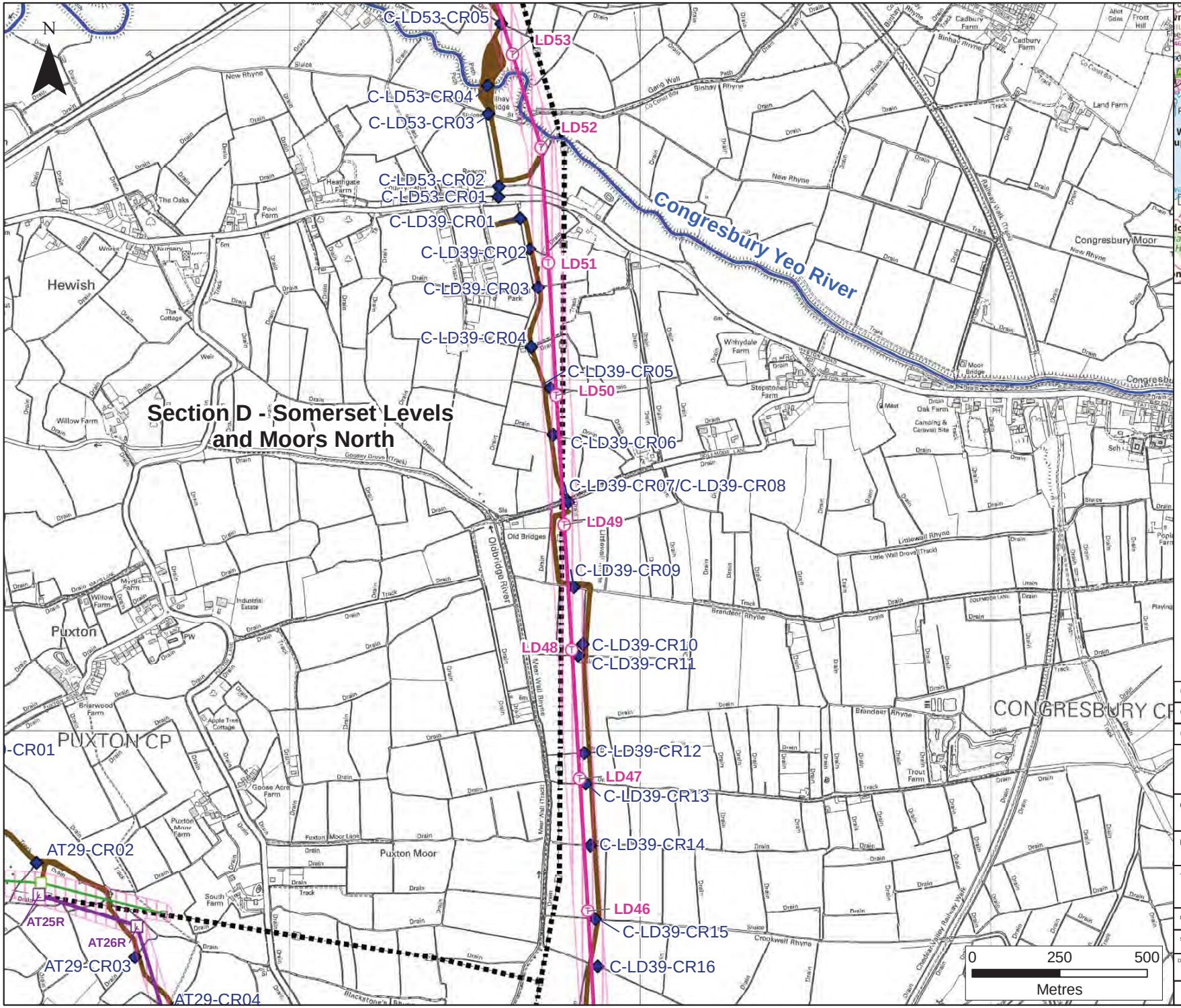
Title: **Proposed Development Construction Phase Works**
Figure 10 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 DO NOT SCALE

Drawing: B2916420 / Appendix F / 10 **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

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Client: nationalgrid

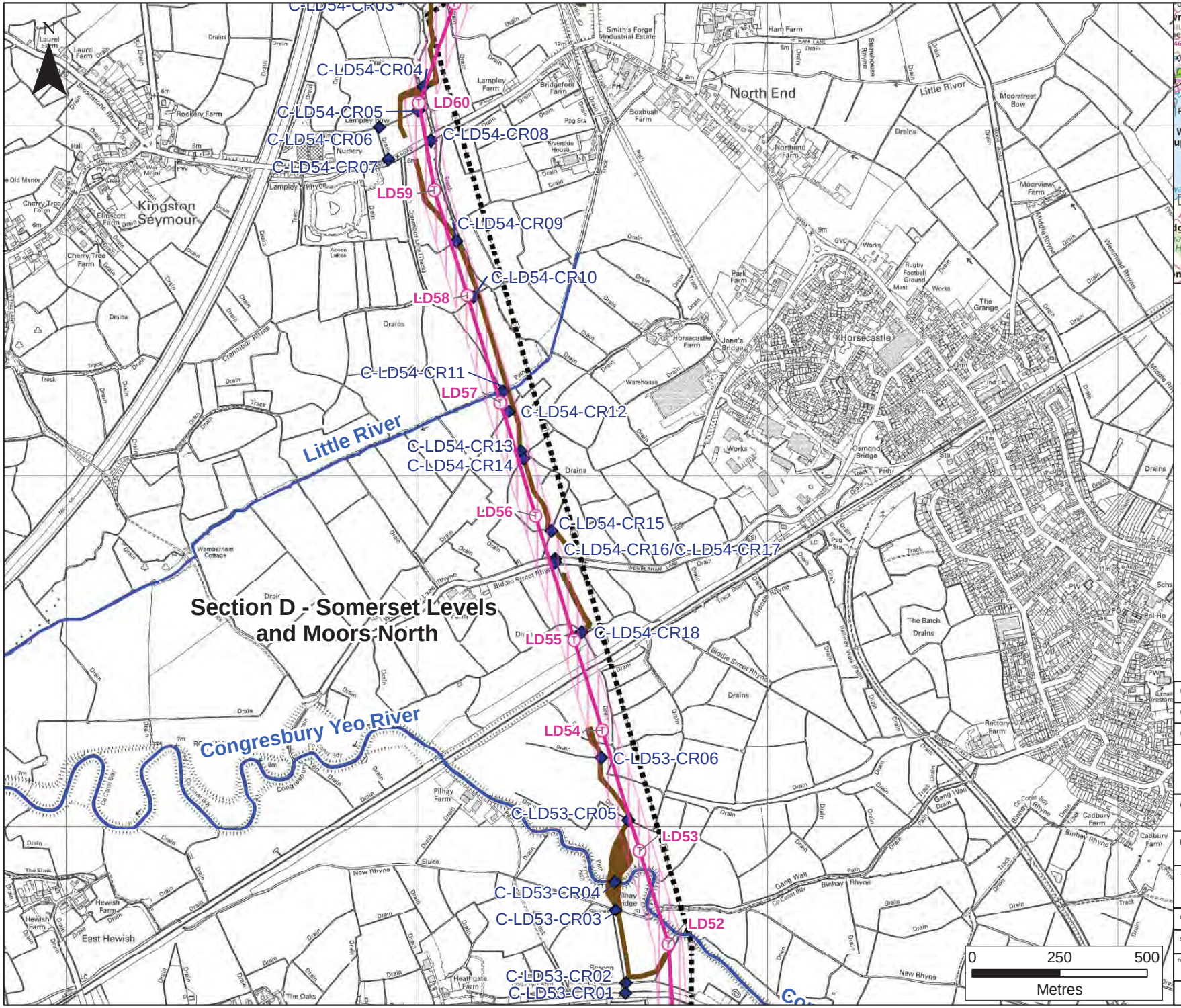
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 11 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 11 | **B**



Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Apprv
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Client: nationalgrid

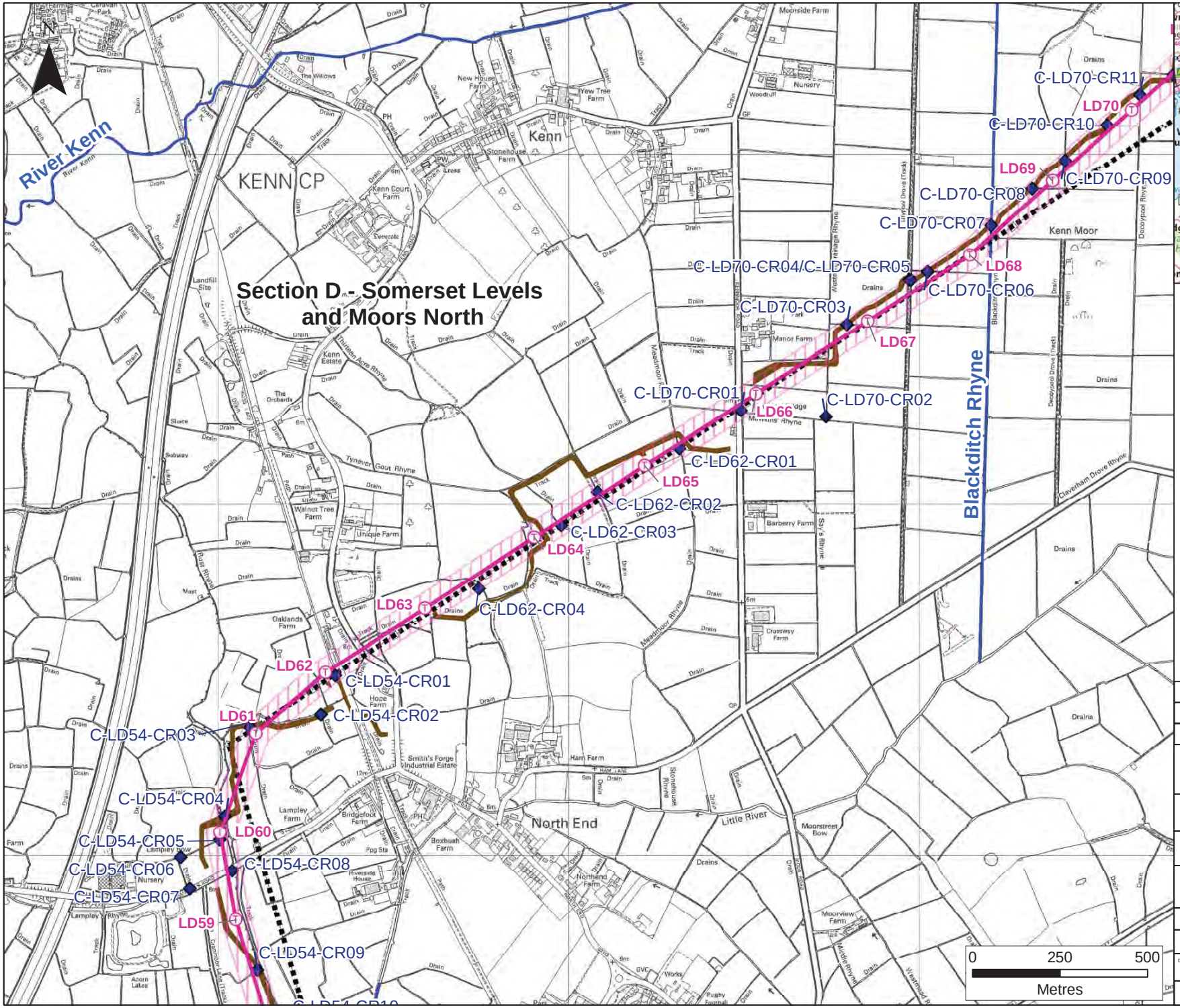
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 12 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 12 | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
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Client: nationalgrid

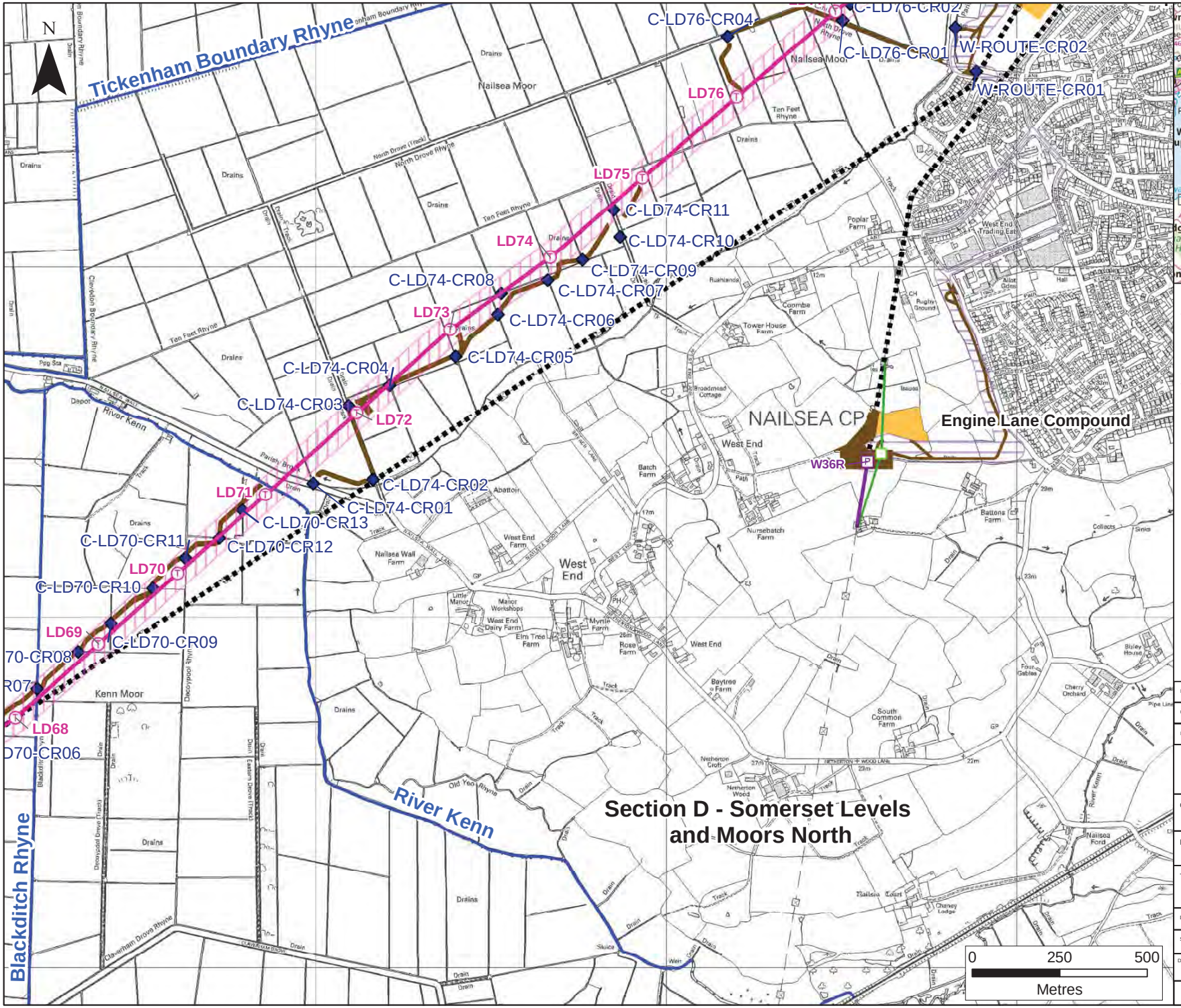
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 13 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 13 | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Chk	Rev	Apprv
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Client: nationalgrid

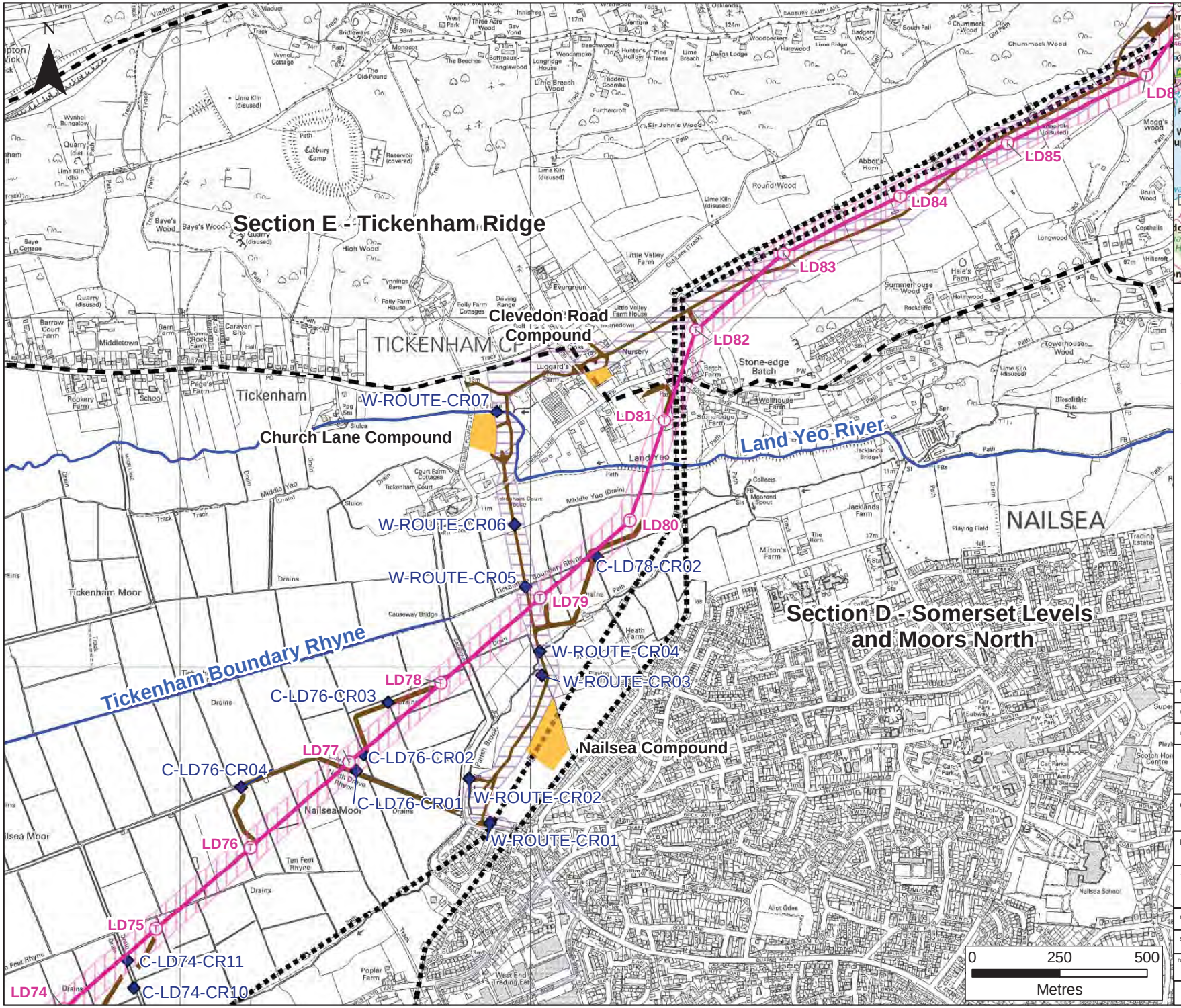
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 14 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 14 | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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Client: nationalgrid

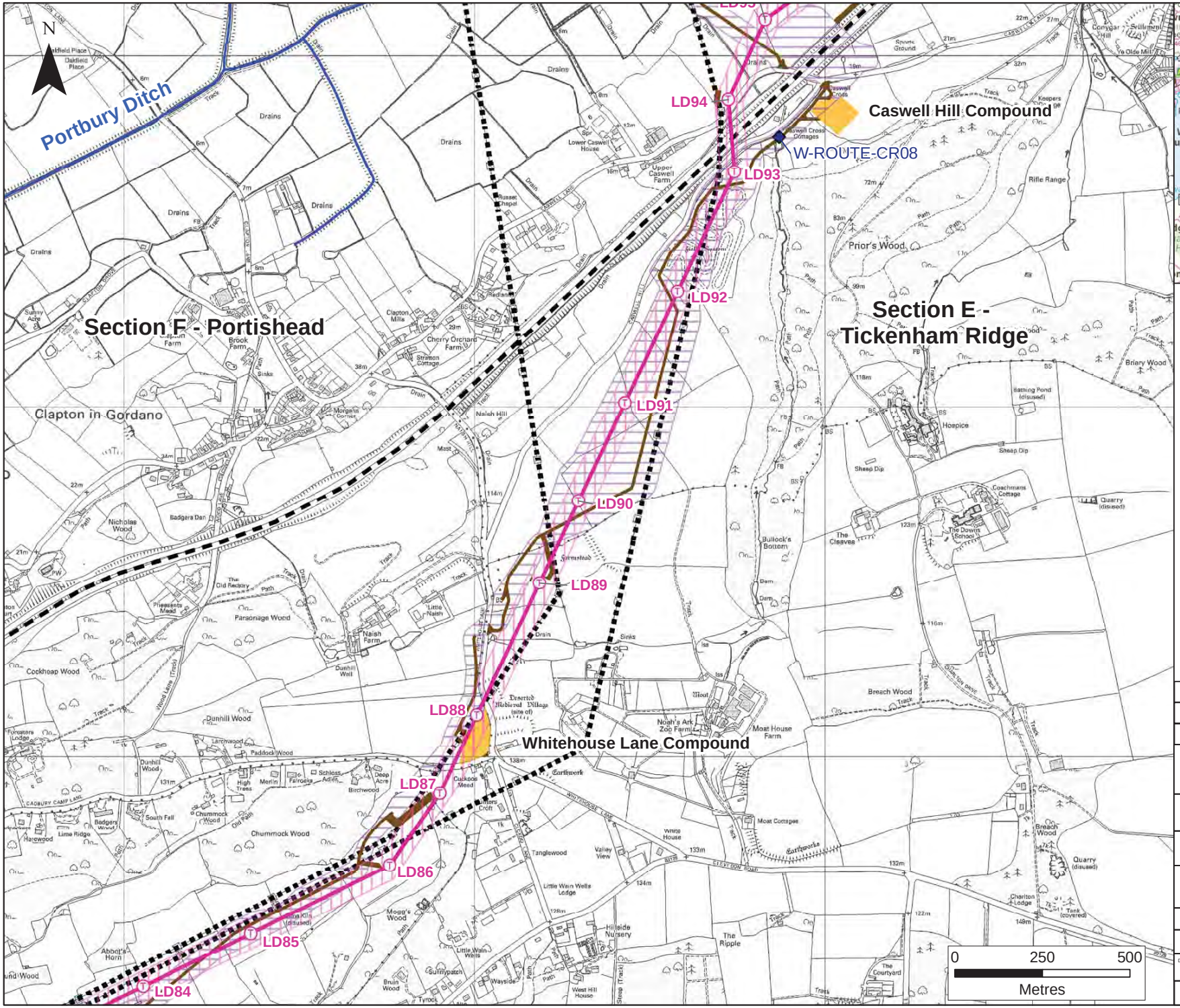
Project Title: **National Grid Hinkley C Connection Project**

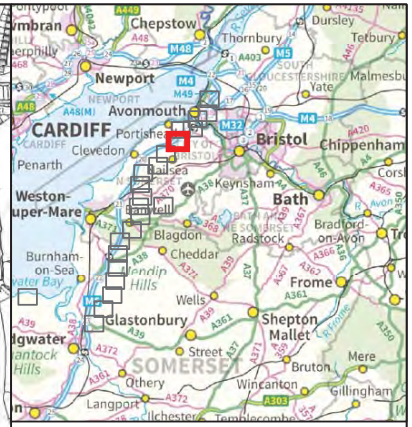
Title: **Proposed Development Construction Phase Works**
Figure 15 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 DO NOT SCALE

Drawing: B2916420 / Appendix F / 15 **B**





Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

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B	OCT 2014	For Issue	PG	SM	SM	SB
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Client: nationalgrid

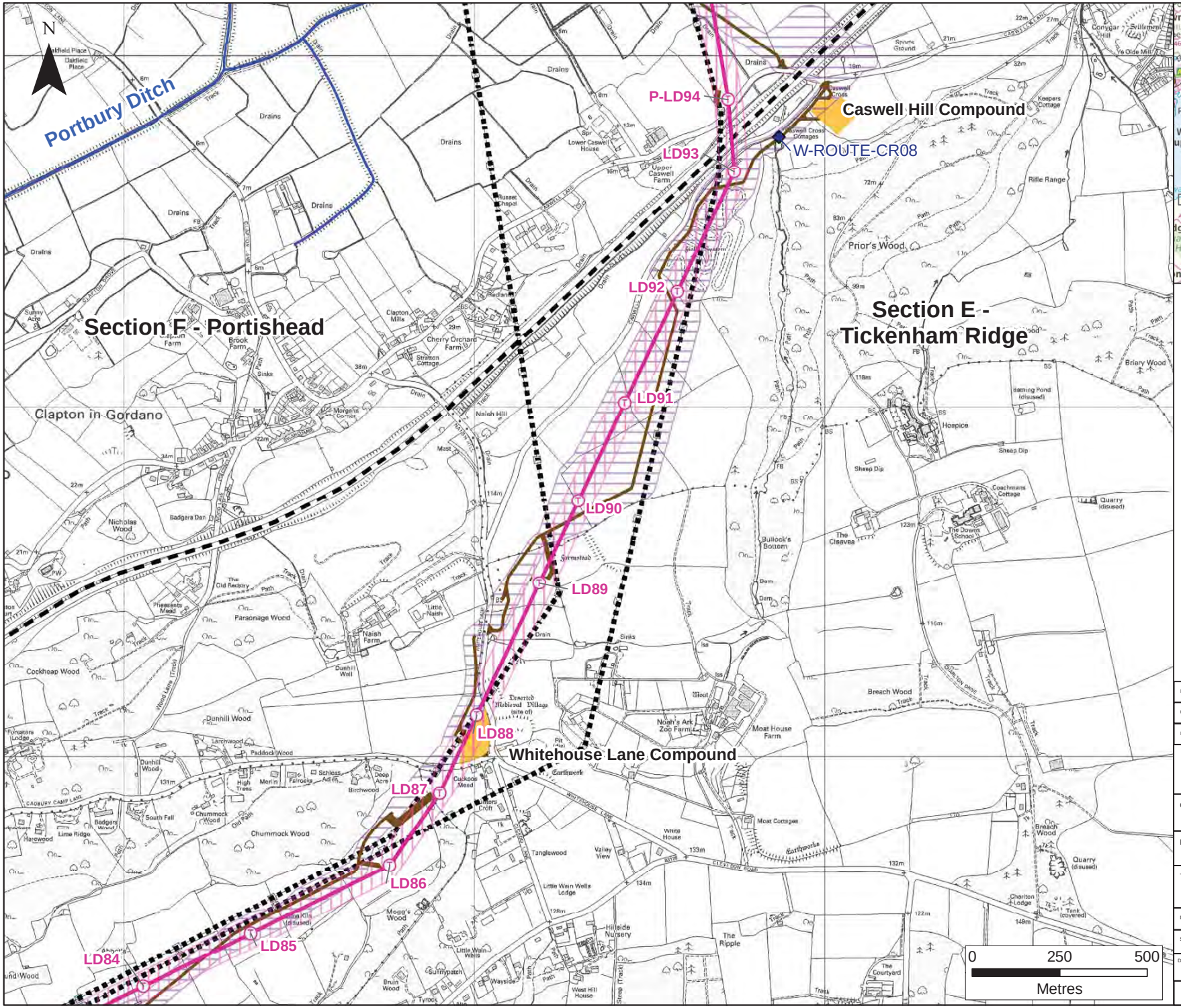
Project Title: **National Grid Hinkley C Connection Project**

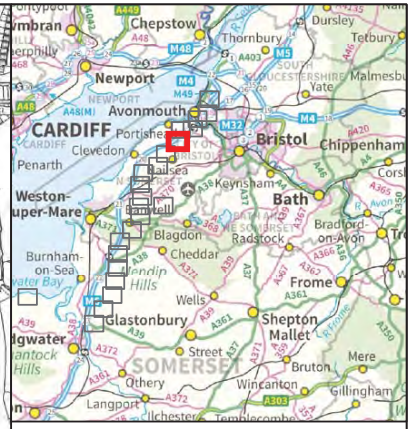
Title: **Proposed Development Construction Phase Works - Route Option A**
Figure 16 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 16 A | **B**





Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
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- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

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Client: nationalgrid

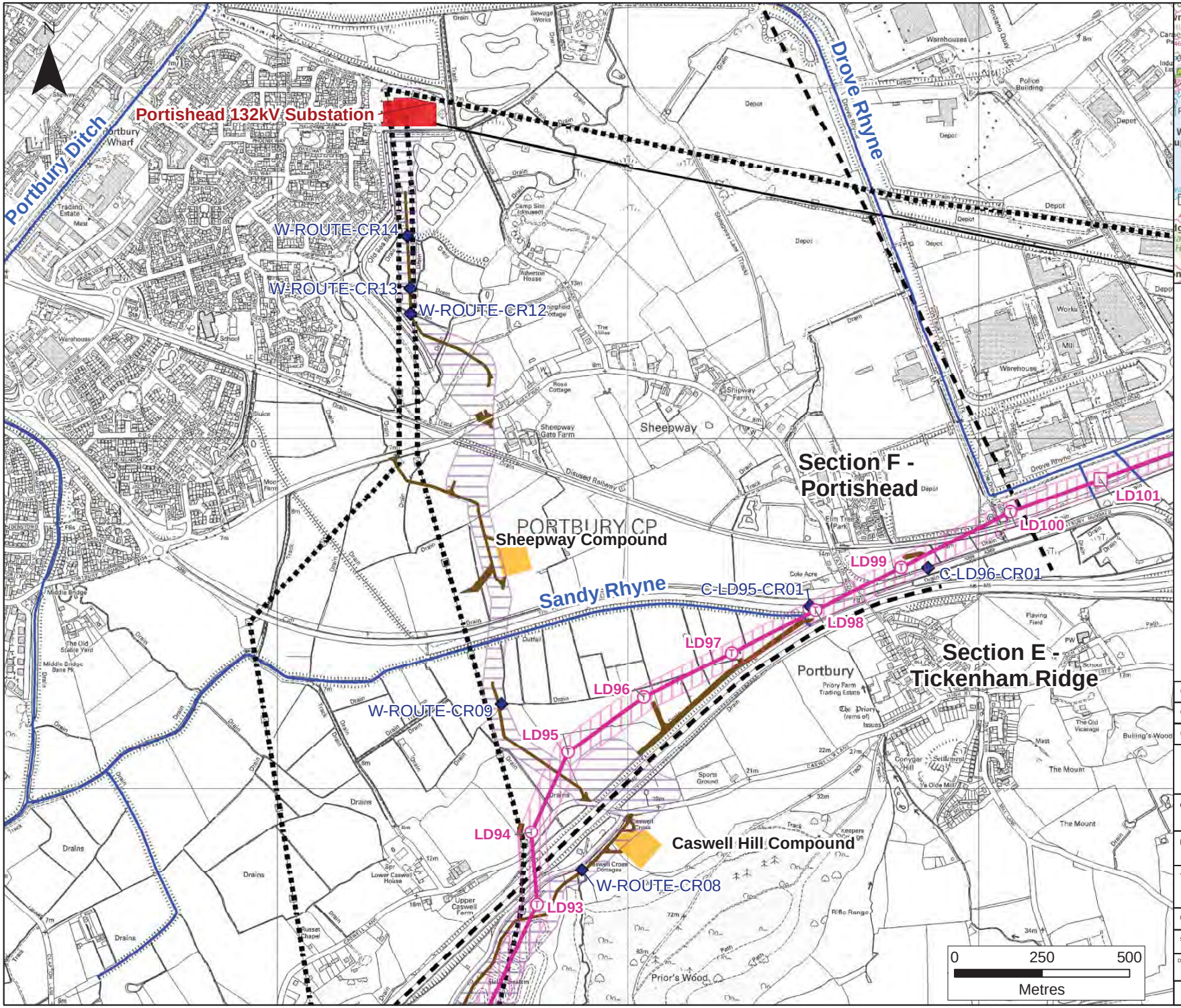
Project Title: **National Grid Hinkley C Connection Project**

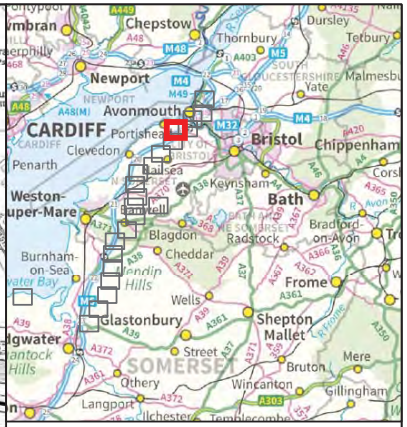
Title: **Proposed Development Construction Phase Works - Route Option B**
Figure 16 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 16 B | **B**





Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

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Client: nationalgrid

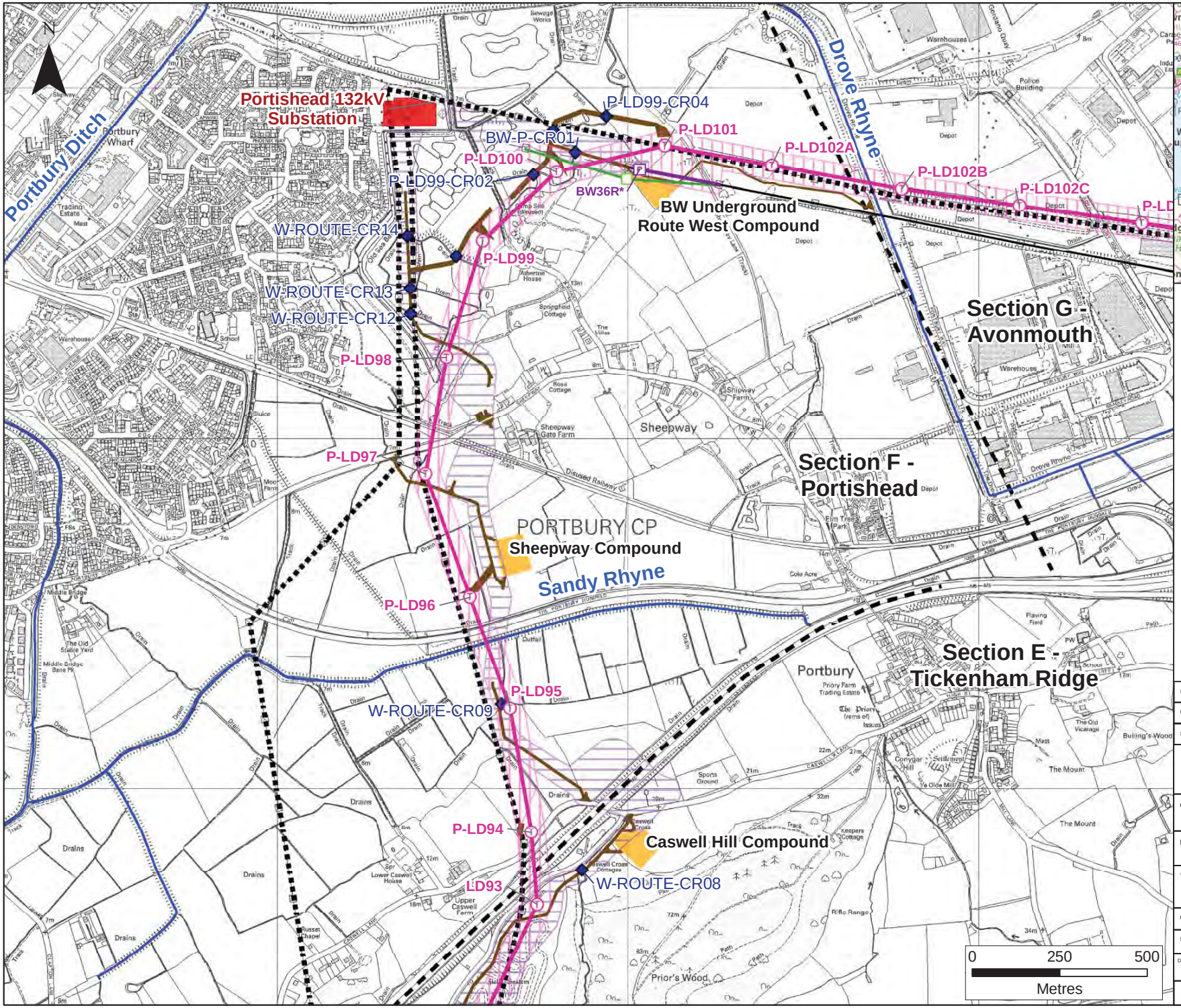
Project Title: **National Grid Hinkley C Connection Project**

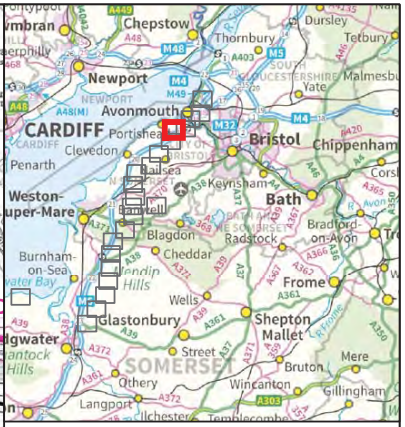
Title: **Proposed Development Construction Phase Works - Route Option A**
Figure 17 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 17 A | **B**





Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

B	OCT 2014	For Issue	PG	SM	SM	SB
0	MARCH 14	DCO Submission	PG	SG	SM	IB
Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'

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www.jacobs.com

Client: nationalgrid

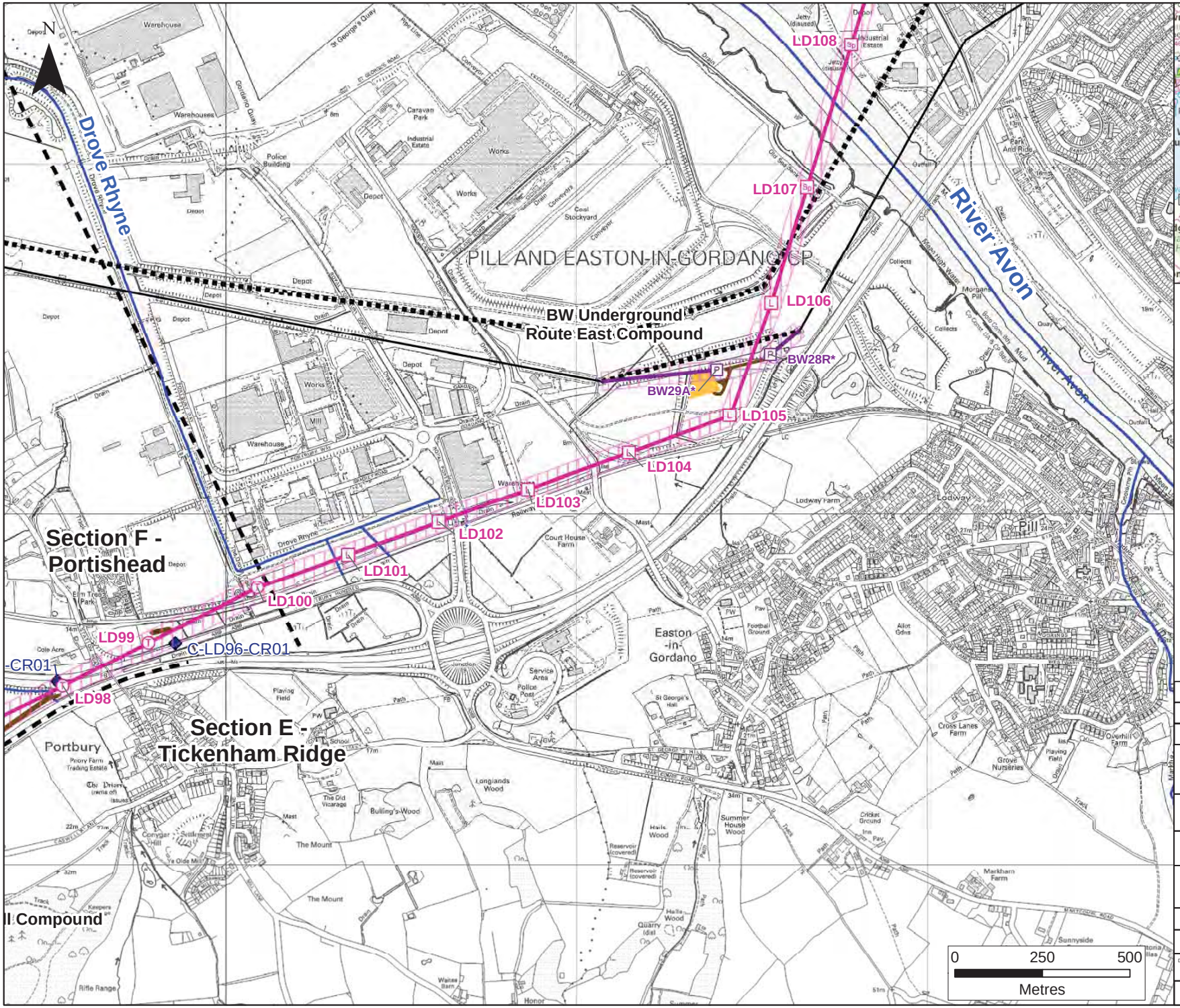
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works - Route Option B**
Figure 17 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 17 B | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

For other symbols please refer to Appendix C

Rev.	Rev.Date	Purpose of revision	Draw	Ch'k	Rev	Appr'
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Client: nationalgrid

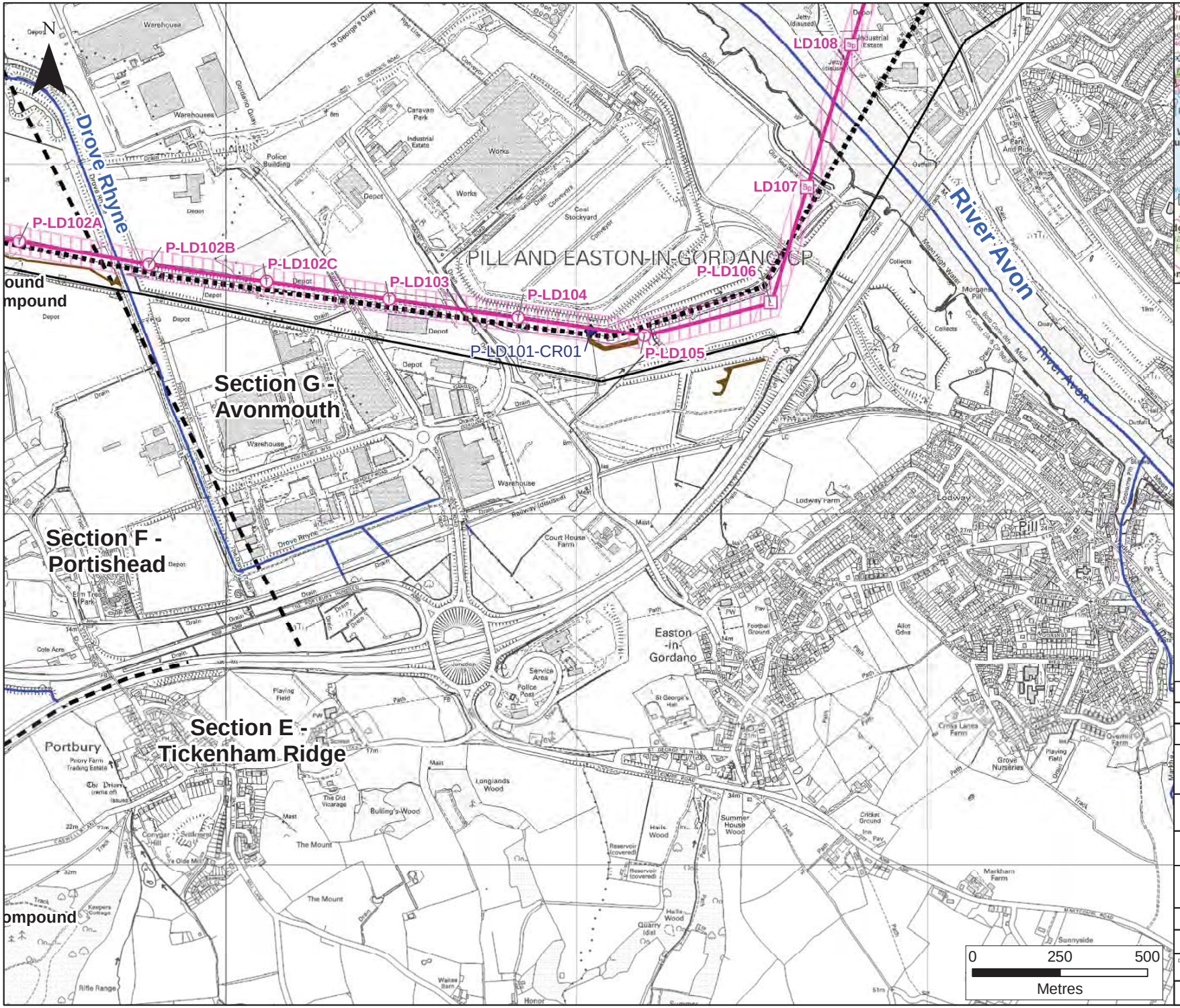
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works - Route Option A**
Figure 18 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 18 A | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
- Haul Road
- Watercourse Crossing
- Principal Watercourse
- Section Boundary

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Client: nationalgrid

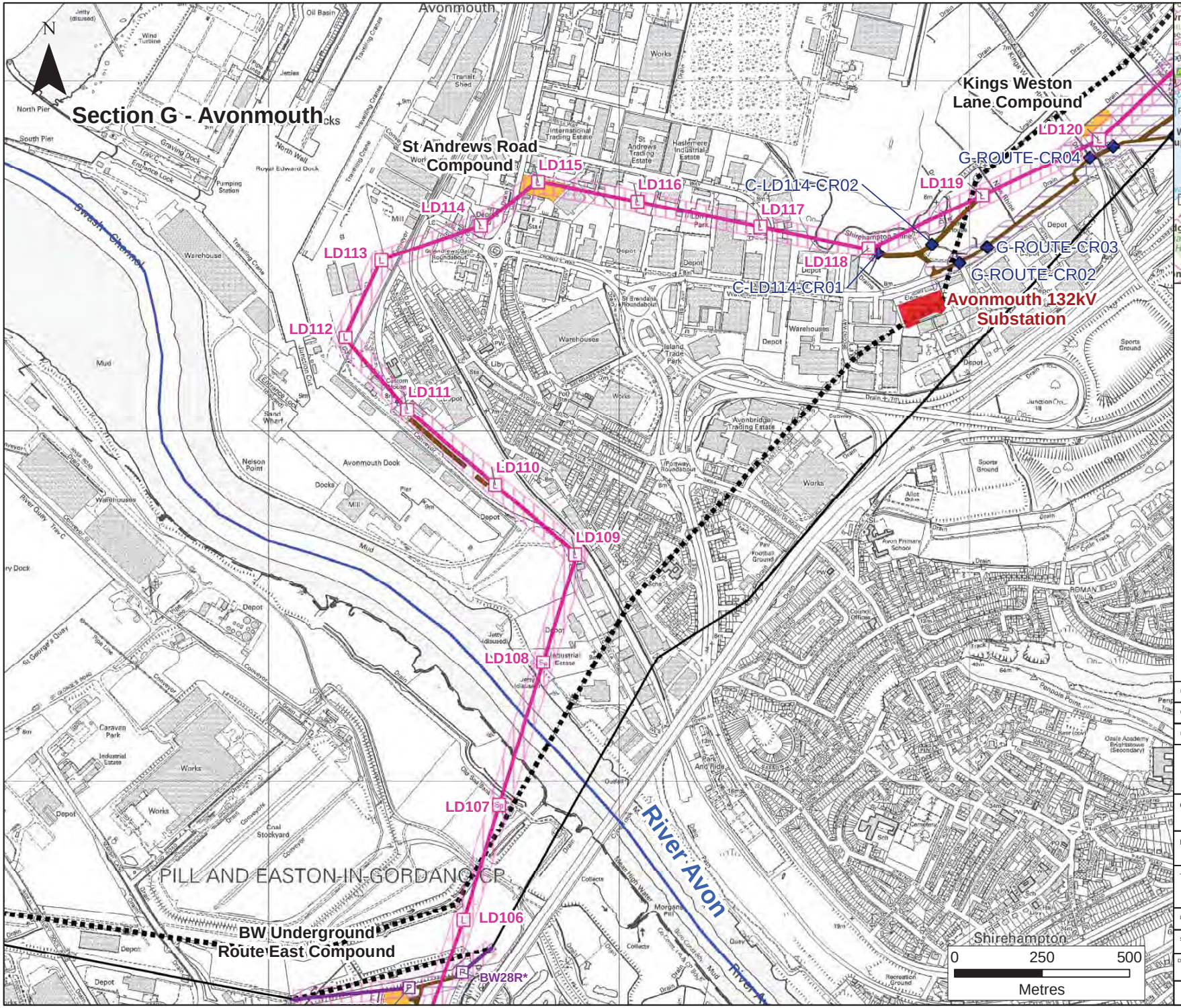
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works - Route Option B**
Figure 18 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 18 B | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing Overhead Line for Removal
- Existing or Proposed Substation or Cable Sealing End Compound
- Construction Compound
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- Watercourse Crossing
- Principal Watercourse
- Section Boundary

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Client: nationalgrid

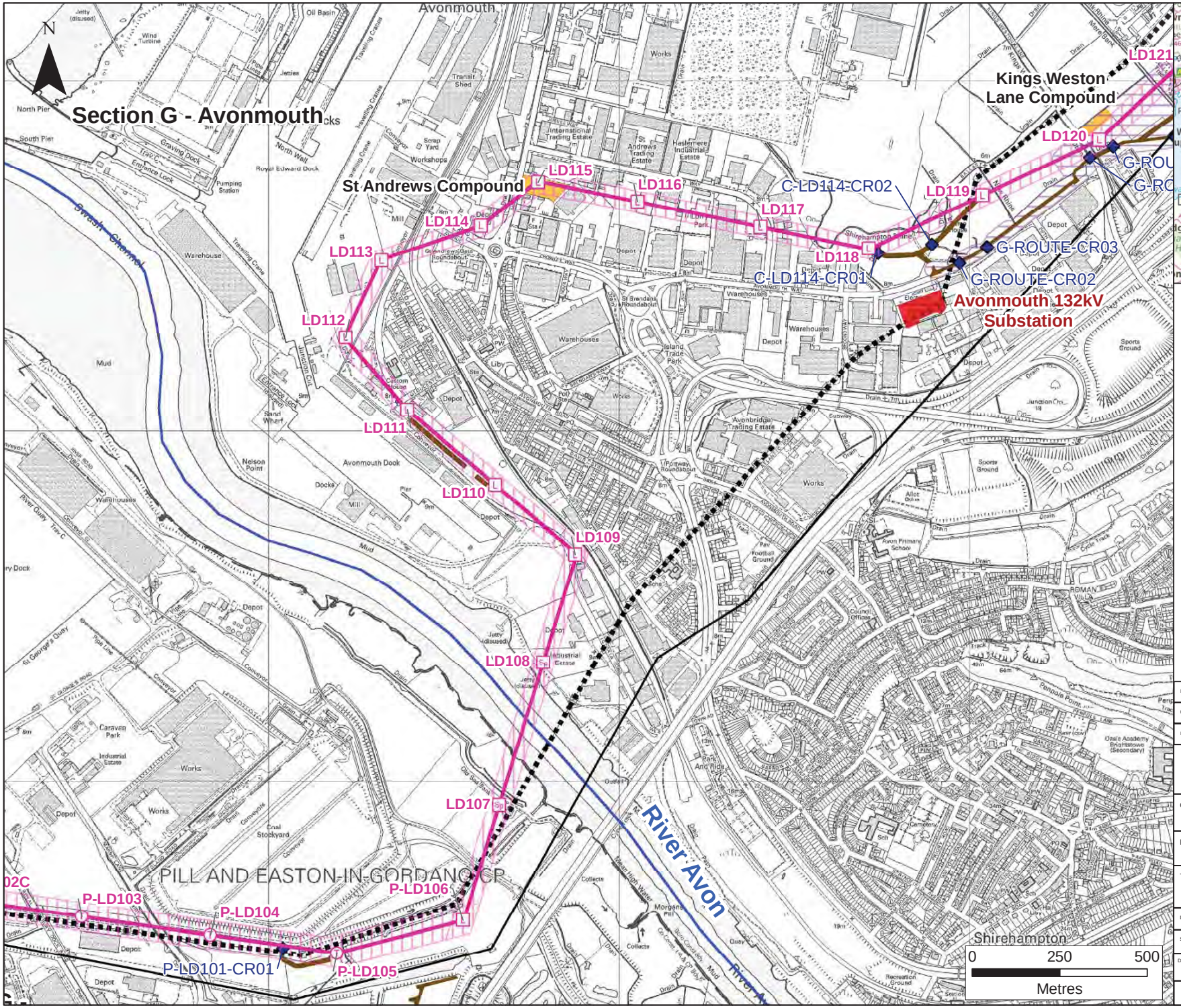
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works - Route Option A**
Figure 19 A of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 19 A | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
- Proposed Route for Temporary Overhead Line
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Client: nationalgrid

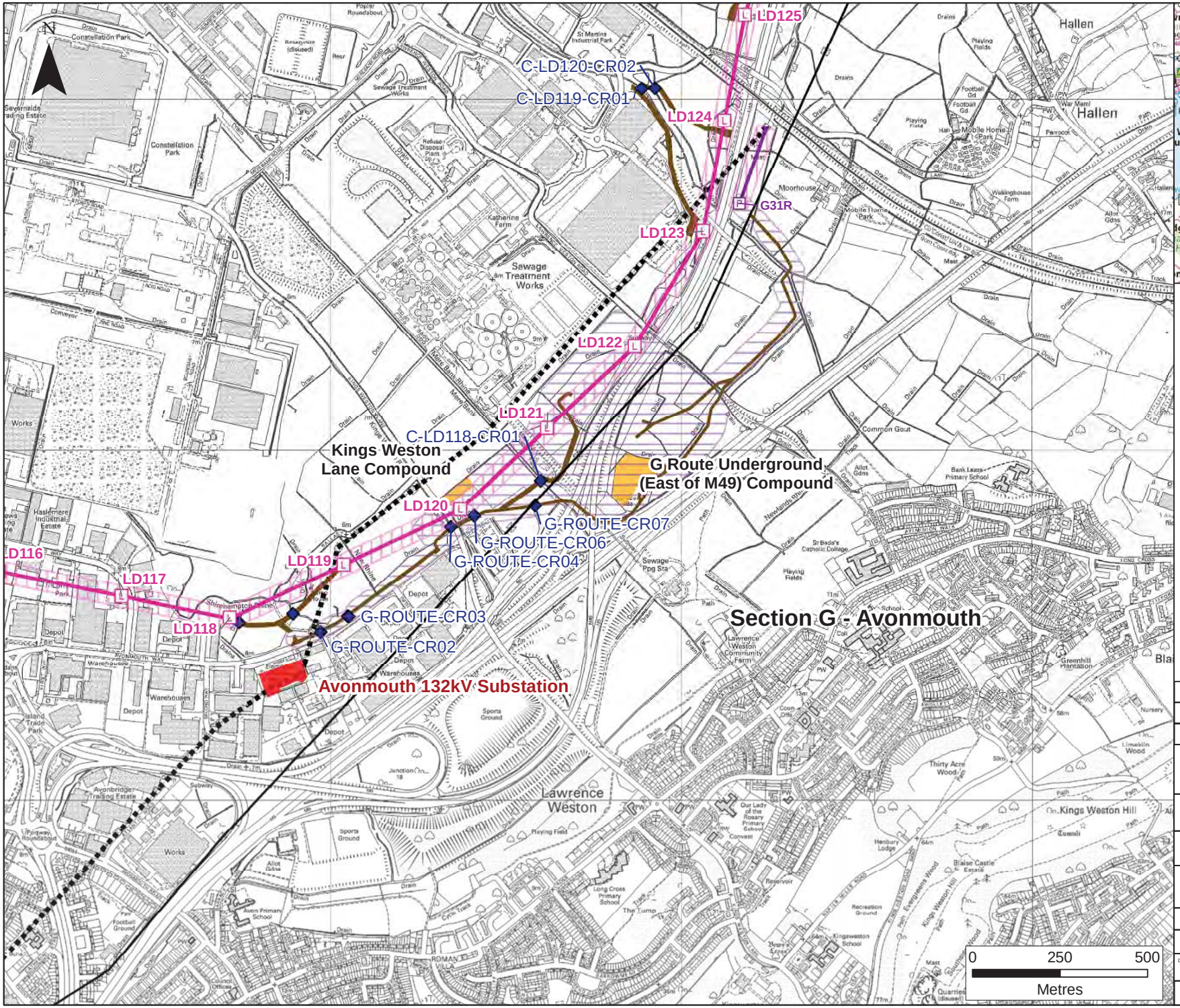
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works - Route Option B**
Figure 19 B of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 19 B | **B**



Key

- Proposed Route for 400kV Overhead Line
- Proposed 400kV Underground Cable Route Limit of Deviation
- Proposed 400/132kV Overhead Line Route Limit of Deviation
- Proposed Route for 132kV Overhead Line
- Proposed 132kV Underground Cable Route Limit of Deviation
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0	MARCH 14	DCO Submission	PG	SG	SM	IB

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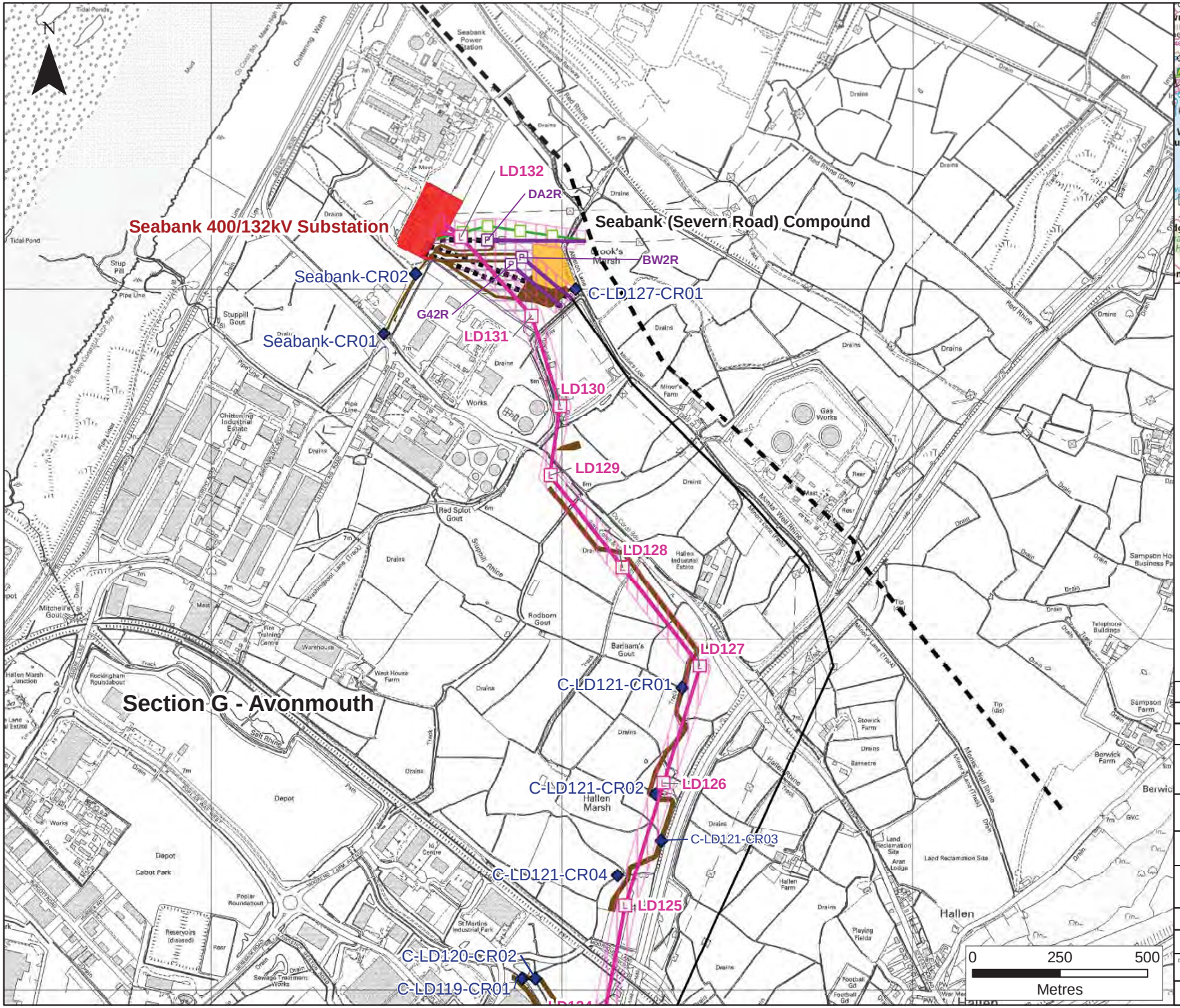
Project Title: **National Grid Hinkley C Connection Project**

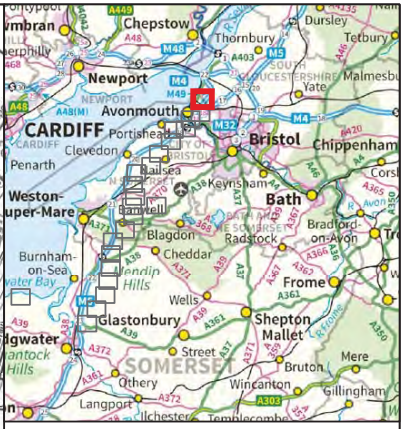
Title: **Proposed Development Construction Phase Works**
Figure 20 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 20 | **B**





Key

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- Section Boundary

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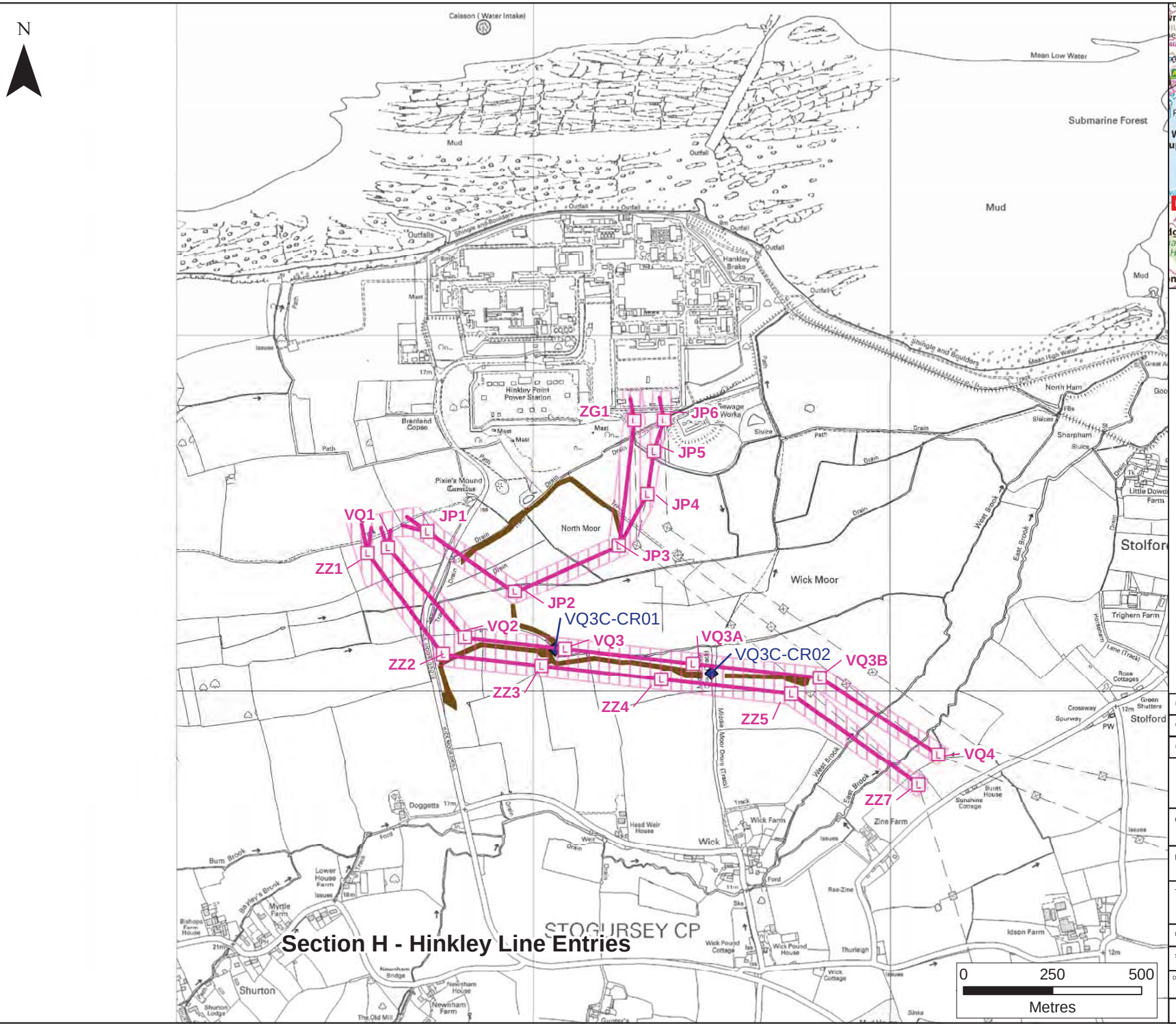
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 21 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 21 | **B**



Key

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Client: nationalgrid

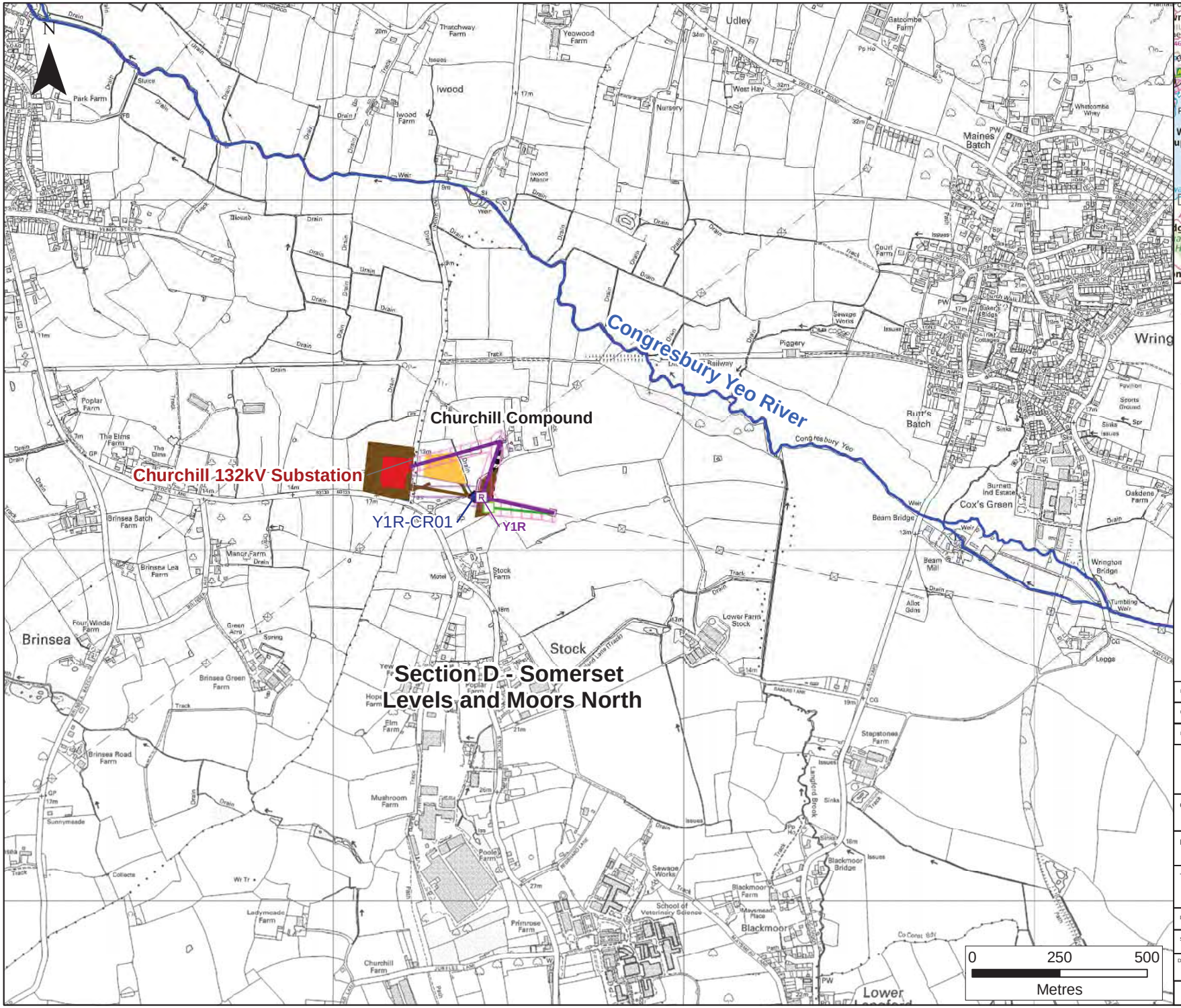
Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 22 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 DO NOT SCALE

Drawing: B2916420 / Appendix F / 22 **B**



Key

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B	OCT 2014	For Issue	PG	SM	SM	SB
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www.jacobs.com

Client: nationalgrid

Project Title: **National Grid Hinkley C Connection Project**

Title: **Proposed Development Construction Phase Works**
Figure 23 of 23

Drawing Status: **Rev B For Issue**

Scale: 1:10000 | DO NOT SCALE

Drawing: B2916420 / Appendix F / 23 | **B**