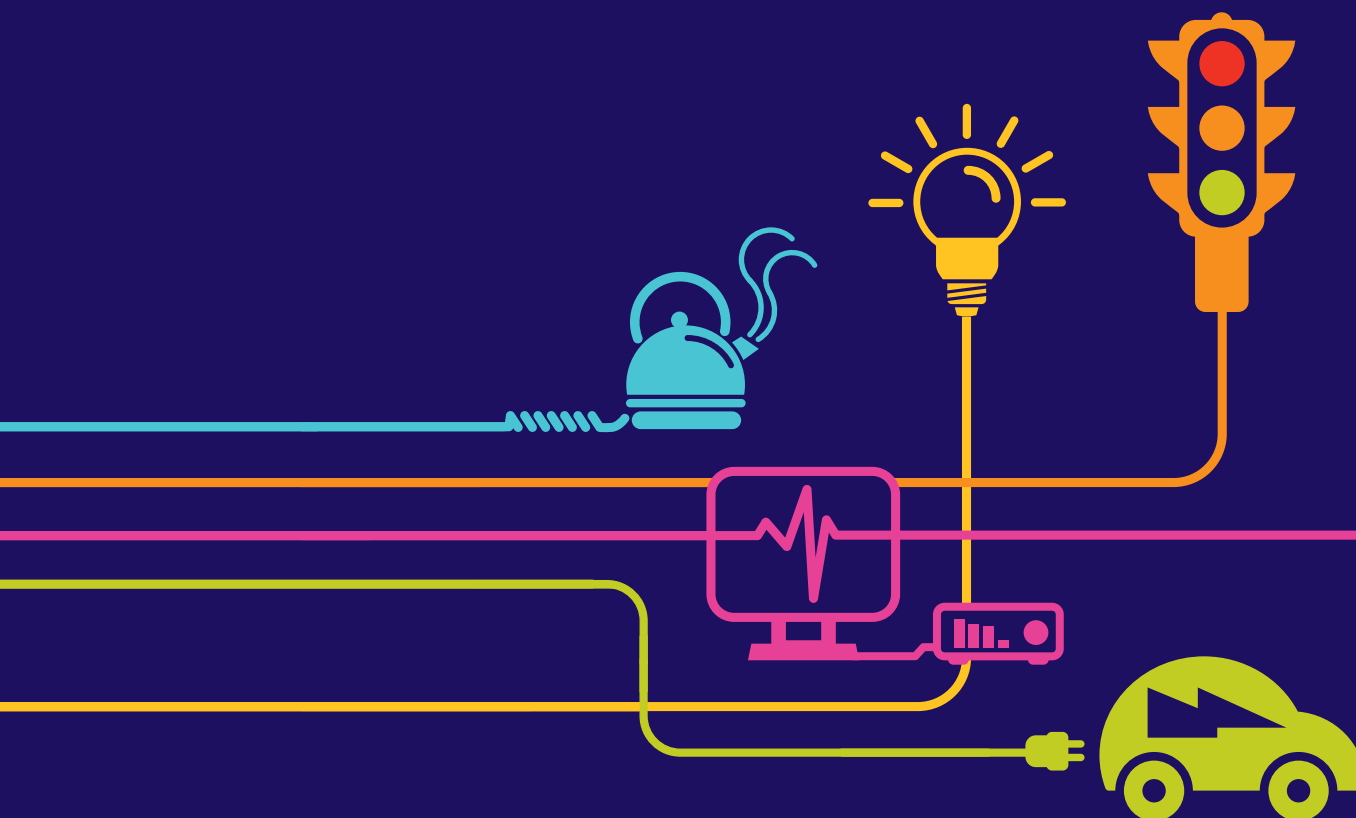


Environmental Statement Consolidated Errata and Changes Annexes - Part 1

Hinkley Point C Connection Project

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



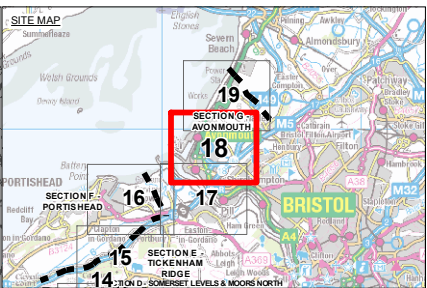
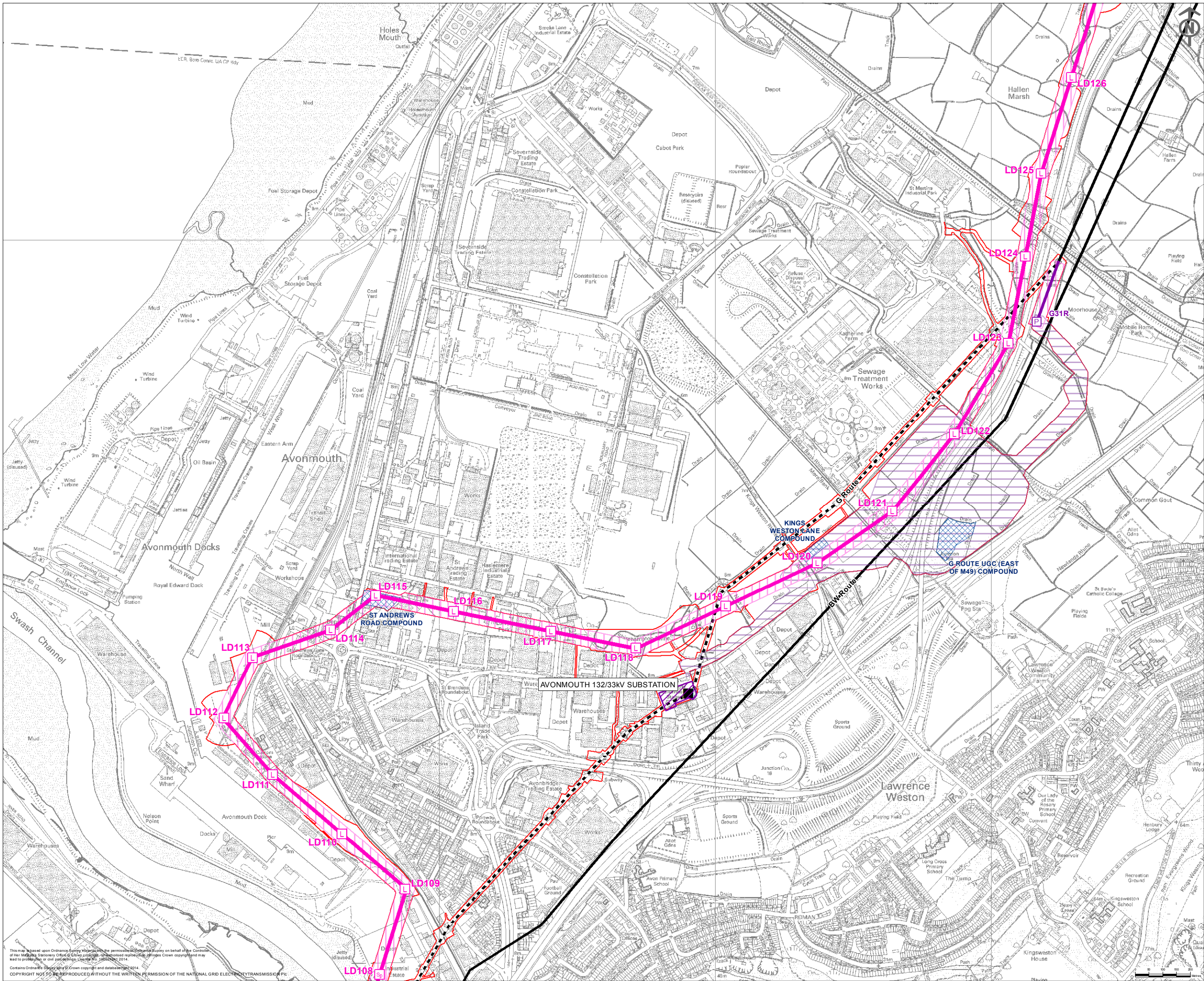
Environmental Statement

Hinkley Point C Connection Project

5.30B – ES Consolidated Errata and Changes Document: Annexes (orange highlight indicates the contents of this Volume)

Annex	Title
Volume 5.30B.2	
A	Replacement Proposed Development Plans
B	Replacement Construction Plans
C	Significance of Effect during Construction and Operation for Visual Receptor B1.M15 (Acacia Farm)
D	Significance of Effect during Construction and Operation for Visual Receptor D1.H58 (Moorland Park Traveller Site)
E	Significance of Effect during Construction and Operation for Visual Receptor G1.H73 (St Anthony's Park Traveller Site)
F	Significance of Effect during Construction and Operation for Severn Beach Railway Line
G	Visual Assessment, Photographs Sheets and Significance of Effects during Operation Plan for Severn Beach Railway Line
Volume 5.30B.3	
H	Replacement Heritage Asset Plans
I	Replacement Hinkley Point C Connection Route FRA Appendix I (National FRA Flood Modelling Extents)
J	Proposed Development (Revised) Construction Compounds

Annex A – Replacement Proposed Development Plans



- Key**
- Proposed Development**
- Order Limits
- Proposed Infrastructure**
- Proposed 400kV (Special) Lattice Pylon Position
 - Proposed 400kV Standard Lattice Pylon Position
 - Proposed 132kV Lattice Platform Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Proposed Route for 132kV Overhead Line
 - Proposed Compound / Laydown Area
 - Proposed Avonmouth 132kV Substation Work Area
- Proposed Limits of Deviation (LoD)**
- Proposed 400/132kV Overhead Line Route LoD
 - Proposed 132kV Underground Cable Route LoD
- Existing Infrastructure**
- Existing Western Power Distribution 132kV Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation

Notes

- Realignment of proposed overhead line tower LD121 shown on sheet 18
- This map includes data from the following sources:
- National Grid
- Ordnance Survey

ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD
B	16/06/15	SEE NOTE FOR ISSUE B UPDATE	CB	BC	BC
A	30/04/14	DCO SUBMISSION	CB	BC	BC

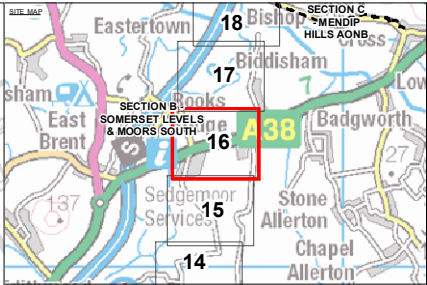
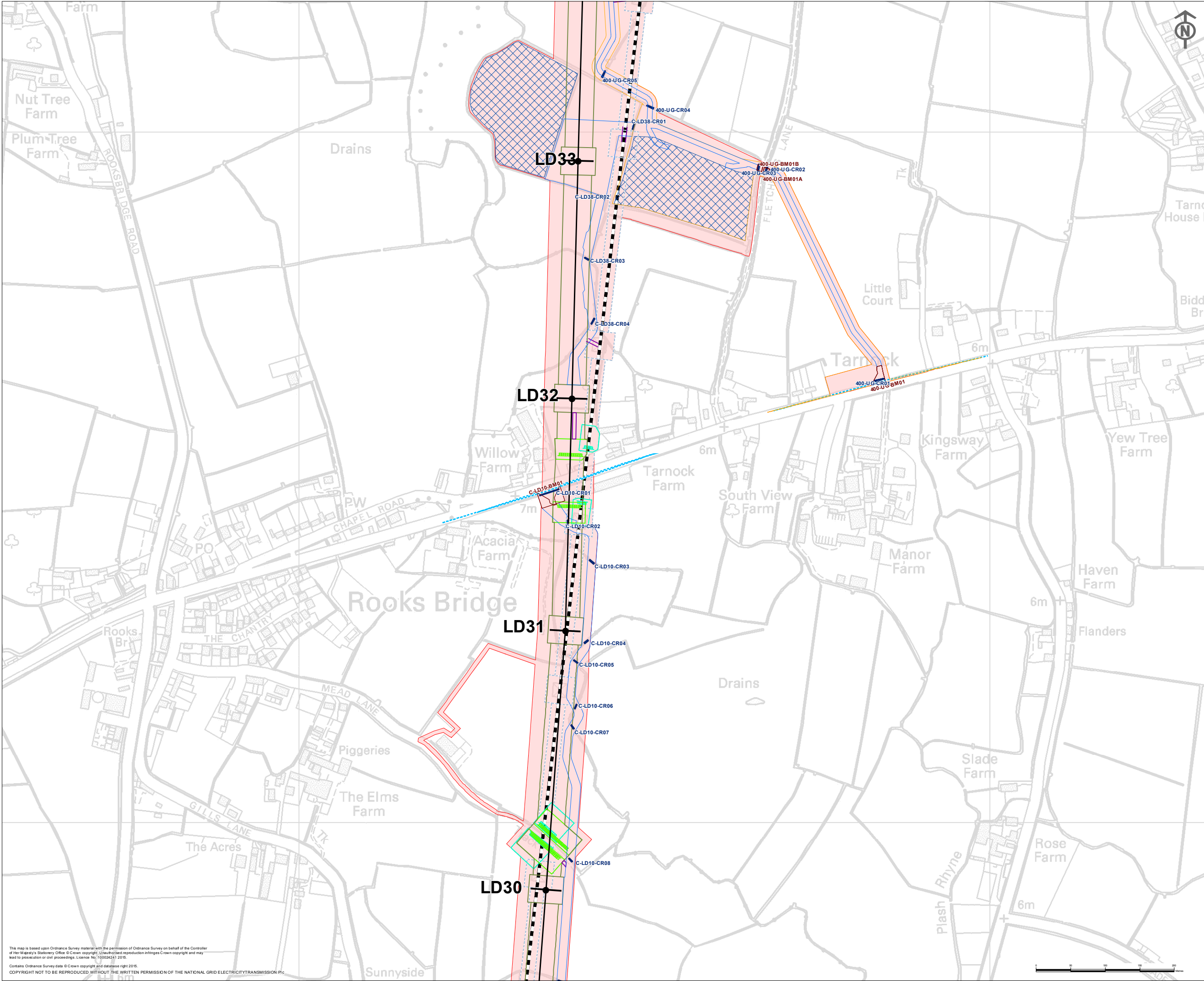
Title

NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)

THE PROPOSED DEVELOPMENT INSET 18

<div><div></div><div><div>national</div><div>grid</div></div></div> <div>National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 0YD</div>			
<div>NG INVESTMENT No.</div> <div>20897</div>		<div>APPLICATION No.</div> <div>EN020001</div>	<div>GIS</div> <div>A3</div>
<div>FIGURE No.</div> <div>3.1.18</div>		<div>DRAWING No.</div> <div>G1979.1644.18Z</div>	
<div>SHEET 18 of 20</div>			<div>SCALE</div> <div>1:12,500</div> <div>ISSUE</div> <div>B</div>

Annex B – Replacement Construction Plans



- Key**
- Proposed Development**
- Order Limits
- Construction Layout**
- T-Pylon Position
 - Lattice Pylon Position
 - Temporary Pylon Position
 - Equi-Potential Zone
 - Proposed 400kV Overhead Alignment Centreline / Pylon
 - Underground Easement
 - Culvert Locations
 - Construction Haul Road
 - Visibility Splay
 - Bellmouth Easement
 - Other Access Route
 - New Build Working Area
 - 400kV Scaffolding and Scaffolding Working Area
 - 132kV Scaffolding and Scaffolding Working Area
 - Dismantling Working Area
 - Compound
- Existing Infrastructure**
- Existing Western Power Distribution 132kV Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal

NOTE:
ALL CONSTRUCTION LAYOUT AND ACCESS ROUTES ARE INDICATIVE ONLY AND MAY BE SUBJECT TO CHANGE.

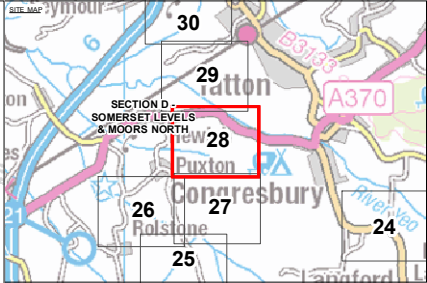
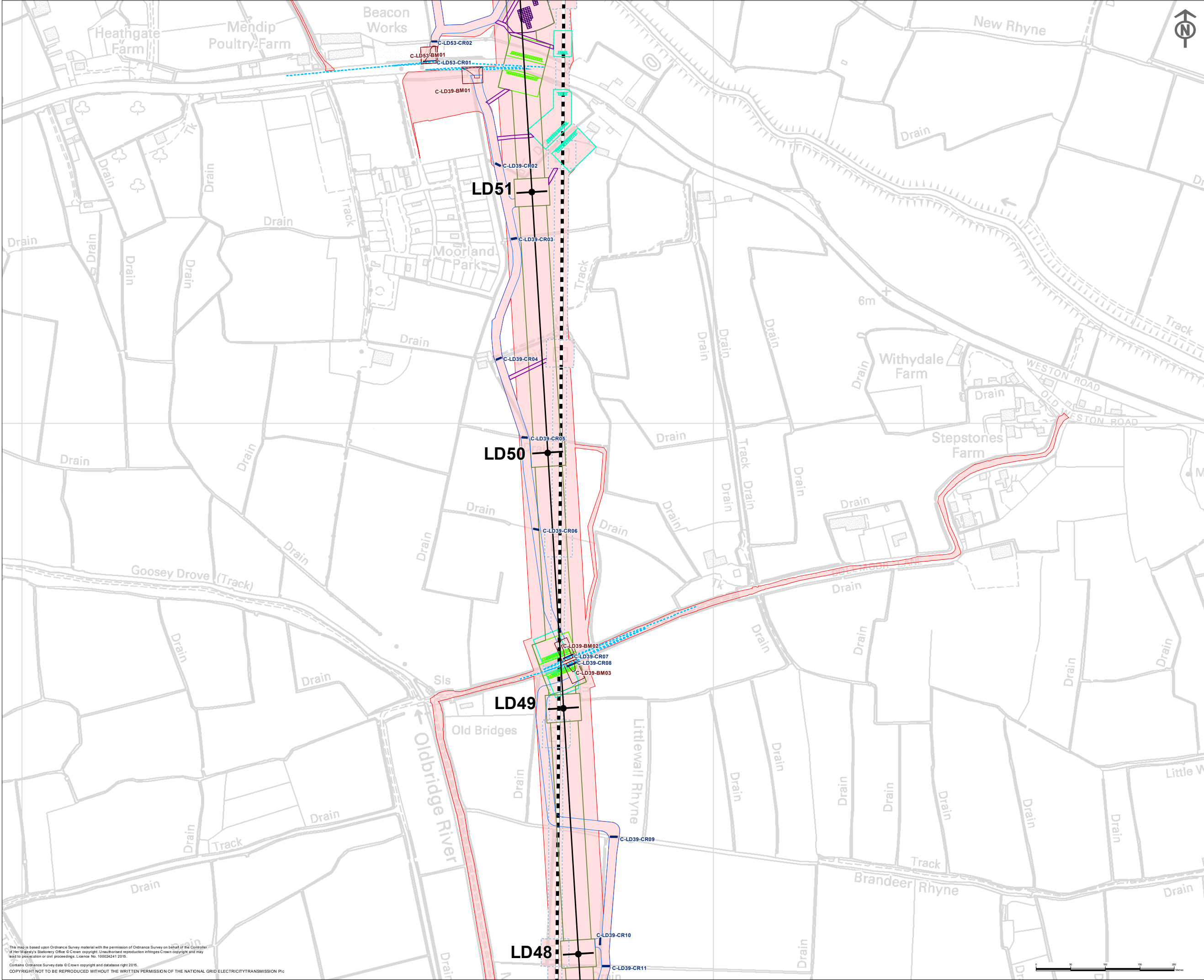
This map includes data from the following sources:
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- Ordnance Survey

ISSUE	DATE	COMMENTS	DRAW	CHKD	APP'D
C	08/07/2015	ISH ACTIONS	CB	BC	BC
B	02/07/2015	ISH ACTIONS	CB	BC	BC
A	06/05/2014	DCO SUBMISSION	CB	BC	BC

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.3.3

CONSTRUCTION PLANS
INSET 16

nationalgrid		
National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA		
NG INVESTMENT No.	APPLICATION No.	GIS A3
20897	EN020001	
FIGURE No.	DRAWING No.	SCALE 1:5,000
3.3.16	G1979.1535.16Z	ISSUE C
SHEET 16 of 50		



Key

Proposed Development

- Order Limits

Construction Layout

- T-Pylon Position
- Lattice Pylon Position
- Temporary Pylon Position
- Equi-Potential Zone
- Proposed 400kV Overhead Alignment Centreline / Pylon
- Culvert Locations
- Construction Haul Road
- Visibility Splay
- Bellmouth Easement
- Other Access Route
- New Build Working Area
- 400kV Scaffolding and Scaffolding Working Area
- 132kV Scaffolding and Scaffolding Working Area
- Dismantling Working Area

Existing Infrastructure

- Existing Western Power Distribution 132kV Overhead Line
- Existing Western Power Distribution 132kV Overhead Line for Removal

NOTE:
ALL CONSTRUCTION LAYOUT AND ACCESS ROUTES ARE INDICATIVE ONLY AND MAY BE SUBJECT TO CHANGE.

This map includes data from the following sources:
- National Grid
- Ordnance Survey

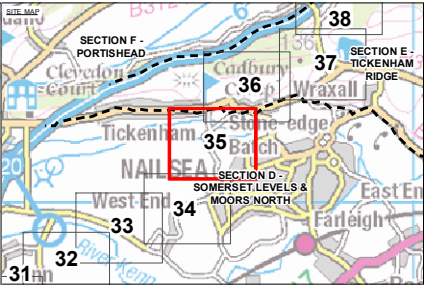
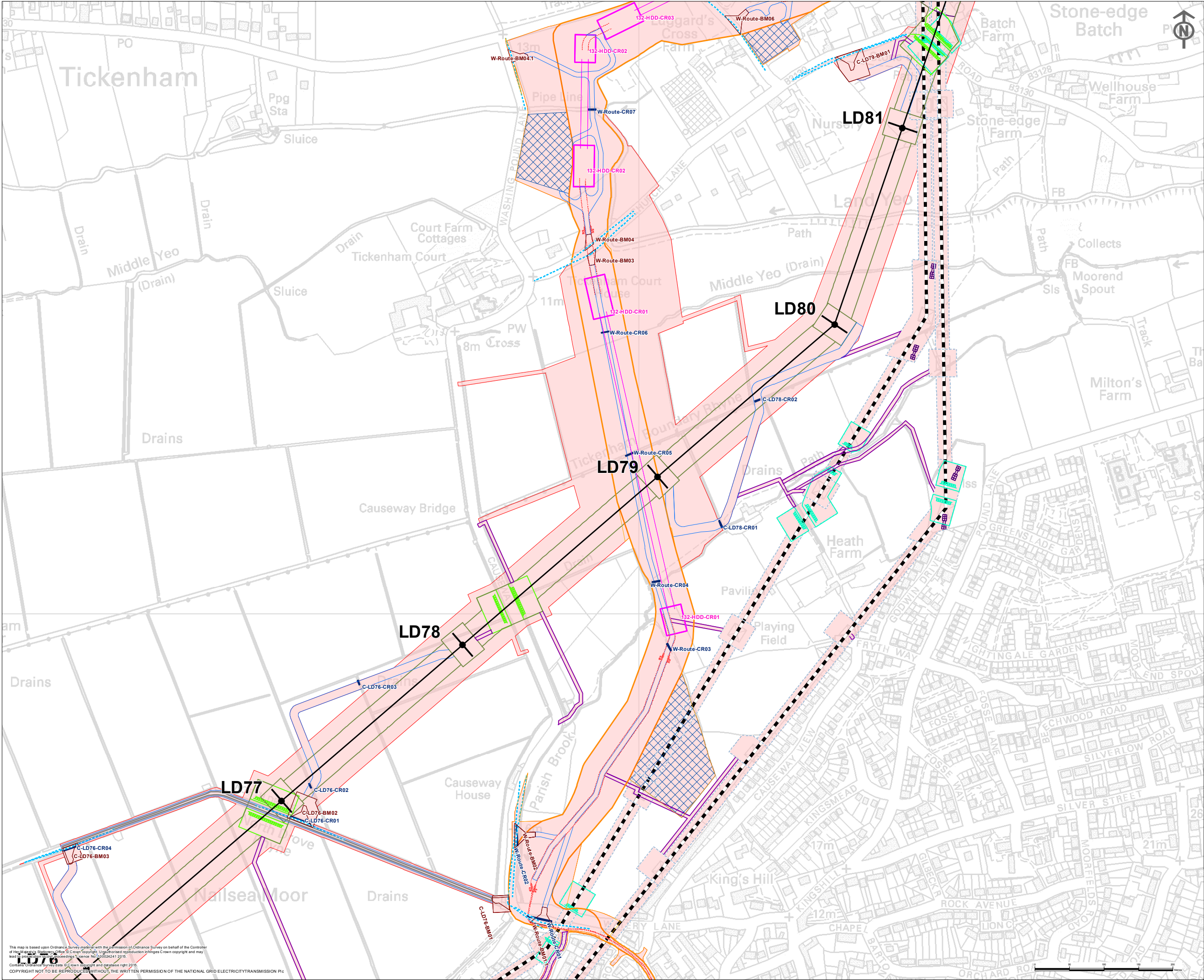
ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD
C	08/07/2015	ISH ACTIONS	CB	BC	BC
B	02/07/2015	ISH ACTIONS	CB	BC	BC
A	06/05/2014	DCO SUBMISSION	CB	BC	BC

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.3.3

CONSTRUCTION PLANS
INSET 28

nationalgrid
National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA

NG INVESTMENT No.	APPLICATION No.	GIS A3
20897	EN020001	
FIGURE No.	DRAWING No.	SCALE
3.3.28	G1979.1535.28Z	1:5,000
SHEET 28 of 50		ISSUE
		C



- Key**
- Proposed Development**
- Order Limits
- Construction Layout**
- T-Pylon Position
 - Lattice Pylon Position
 - Temporary Pylon Position
 - Equi-Potential Zone
 - Proposed 400kV Overhead Alignment Centreline / Pylon
 - 132kV Underground Cable Alignment
 - HDD Underground Cable Alignment
 - Underground Easement
 - Culvert Locations
 - Construction Haul Road
 - Visibility Splay
 - Bellmouth Easement
 - Existing Track Upgrade
 - Underground Cable Limits of Deviation
 - Other Access Route
 - New Build Working Area
 - 400kV Scaffolding and Scaffolding Working Area
 - 132kV Scaffolding and Scaffolding Working Area
 - Dismantling Working Area
 - Compound
- Existing Infrastructure**
- Existing Western Power Distribution 132kV Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal

NOTE:
ALL CONSTRUCTION LAYOUT AND ACCESS ROUTES ARE INDICATIVE ONLY AND MAY BE SUBJECT TO CHANGE.

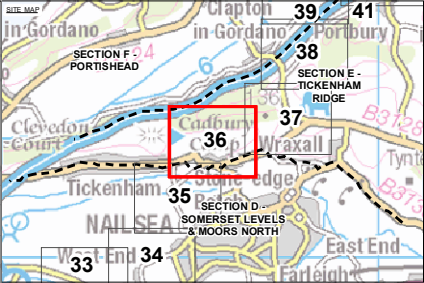
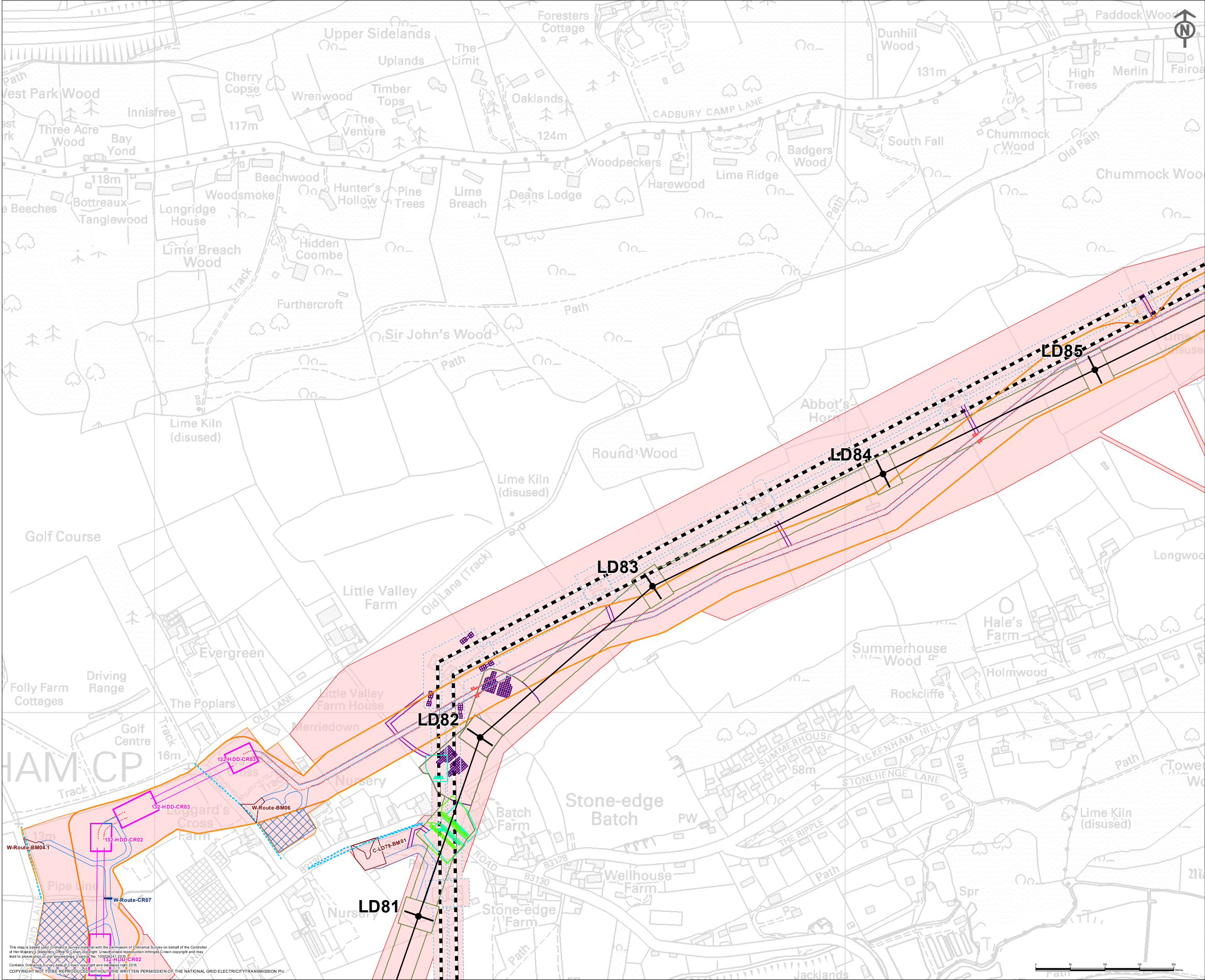
This map includes data from the following sources:
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- Ordnance Survey

ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD
C	08/07/2015	ISH ACTIONS	CB	BC	BC
B	02/07/2015	ISH ACTIONS	CB	BC	BC
A	06/05/2014	DCO SUBMISSION	CB	BC	BC

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.3.3

CONSTRUCTION PLANS
INSET 35

<div><div></div><div><div>national</div><div>grid</div></div></div>			
National Grid plc, Warwick Technology Park, Galloway Hill, Warwick, CV34 6DA			
NG INVESTMENT No.	APPLICATION No.		GIS A3
20897	EN020001		
FIGURE No.	DRAWING No.		SCALE
3.3.35	G1979.1535.35Z		1:5,000
SHEET 35 of 50			ISSUE C



Key

Proposed Development

- Order Limits

Construction Layout

- T-Pylon Position
- Lattice Pylon Position
- Temporary Pylon Position
- Equi-Potential Zone
- Proposed 400kV Overhead Alignment Centreline / Pylon
- 132kV Underground Cable Alignment
- HDD Underground Cable Alignment
- Underground Easement
- Culvert Locations
- Construction Haul Road
- Visibility Splay
- Bellmouth Easement
- Underground Cable Limits of Deviation
- Other Access Route
- New Build Working Area
- 400kV Scaffolding and Scaffolding Working Area
- 132kV Scaffolding and Scaffolding Working Area
- Dismantling Working Area
- Compound

Existing Infrastructure

- Existing Western Power Distribution
- 132kV Overhead Line
- Existing Western Power Distribution 132kV Overhead Line for Removal


NOTE:
ALL CONSTRUCTION LAYOUT AND ACCESS ROUTES ARE INDICATIVE ONLY AND MAY BE SUBJECT TO CHANGE.

This map includes data from the following sources:
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- Ordnance Survey

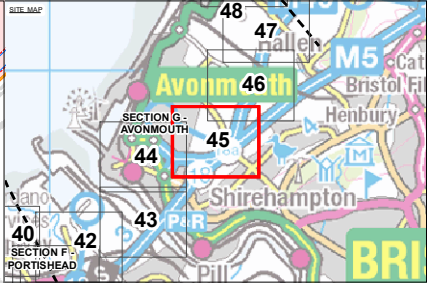
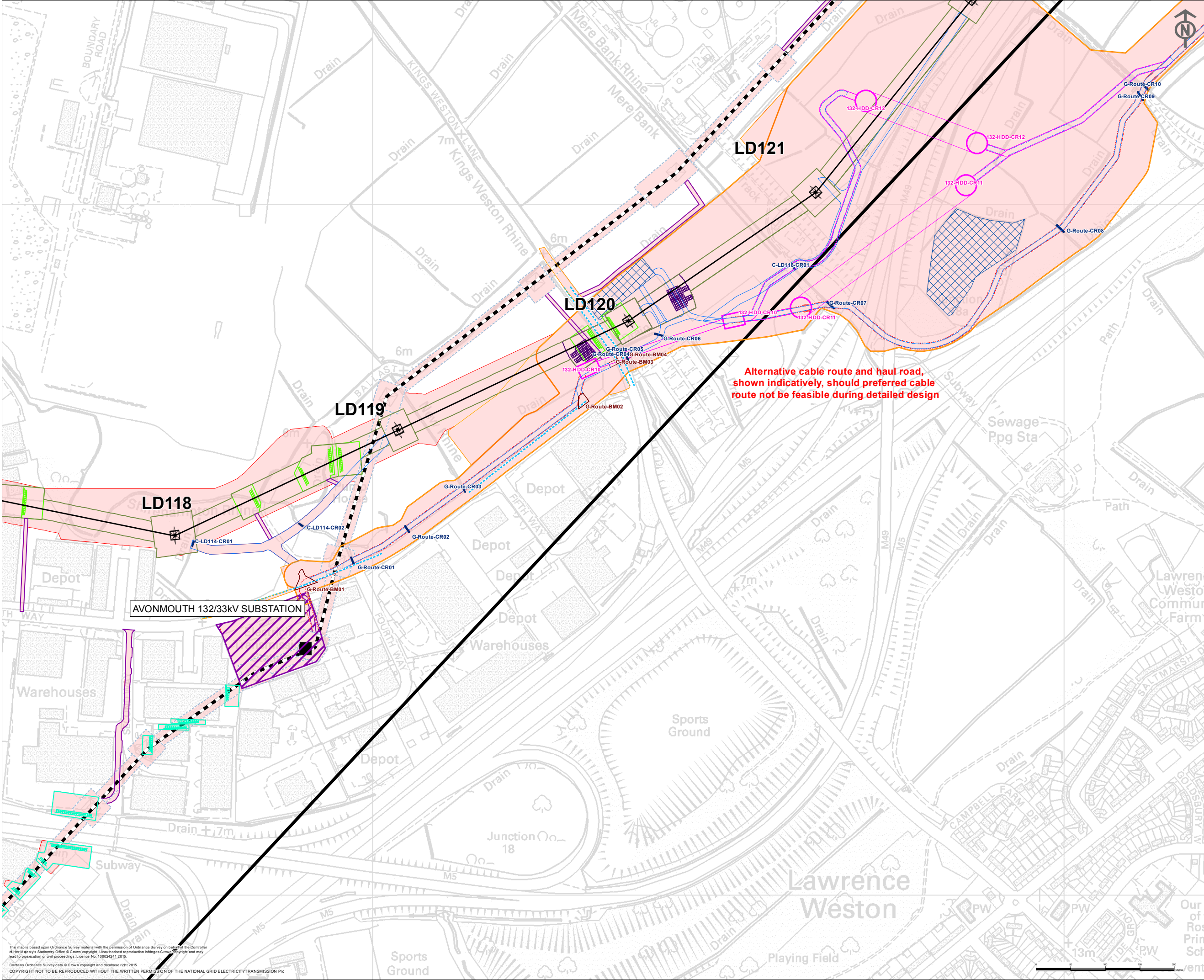
ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD
C	08/07/2015	ISH ACTIONS	CB	BC	BC
B	02/07/2015	ISH ACTIONS	CB	BC	BC
A	06/05/2014	DCO SUBMISSION	CB	BC	BC

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.3.3

CONSTRUCTION PLANS
INSET 36

			
National Grid plc, Warwick Technology Park, Gales Hill, Warwick, CV34 6DA			
NG INVESTMENT No. 20897	APPLICATION No. EN020001	GIS	
		A3	
FIGURE No. 3.3.36	DRAWING No. G1979.1535.36Z	SCALE 1:5,000	ISSUE C
SHEET 36 of 50			

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- Key**
- Proposed Development**
- Order Limits
 - Construction Layout
 - T-Pylon Position
 - Lattice Pylon Position
 - Temporary Pylon Position
 - Equi-Potential Zone
 - Proposed 400kV Overhead Alignment Centreline / Pylon
 - 132kV Underground Cable Alignment
 - HDD Underground Cable Alignment
 - HDD Marker
 - HDD Alternative - Haul Road
 - Underground Easement
 - Culvert Locations
 - Construction Haul Road
 - Visibility Splay
 - Proposed 132kV Substation Work Area
 - Bellmouth Easement
 - Underground Cable Limits of Deviation
 - Other Access Route
 - New Build Working Area
 - 400kV Scaffolding and Scaffolding Working Area
 - 132kV Scaffolding and Scaffolding Working Area
 - Dismantling Working Area
 - Compound
 - Existing Infrastructure
 - Existing Western Power Distribution 132kV Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation

NOTE:
ALL CONSTRUCTION LAYOUT AND ACCESS ROUTES ARE INDICATIVE ONLY AND MAY BE SUBJECT TO CHANGE.

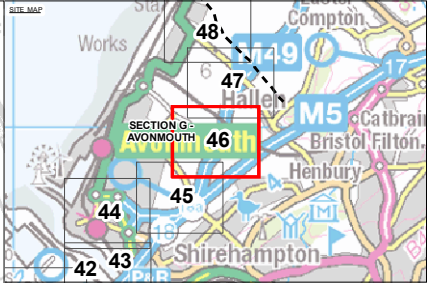
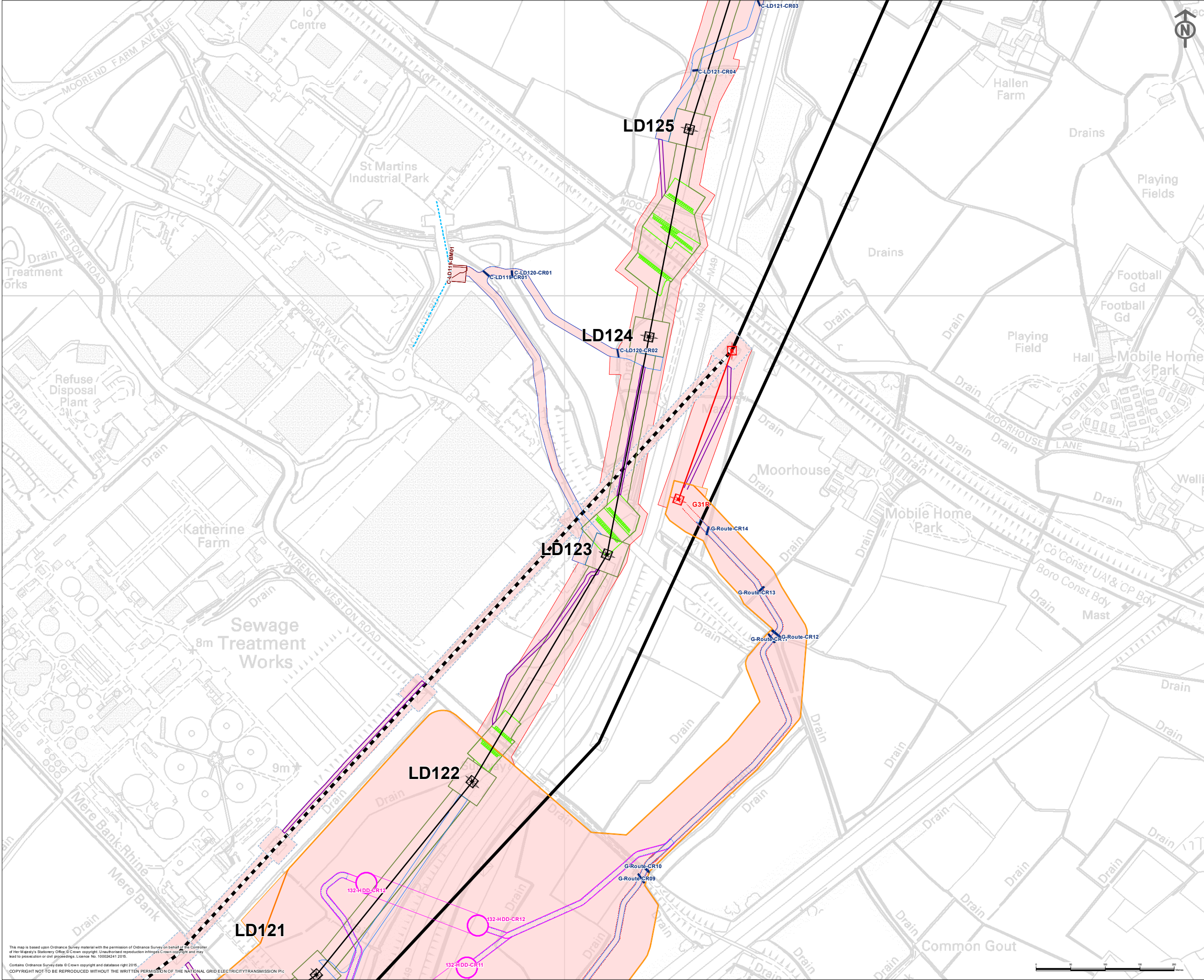
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- Ordnance Survey

ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD
C	08/07/2015	ISH ACTIONS	CB	BC	BC
B	02/07/2015	ISH ACTIONS	CB	BC	BC
A	06/05/2014	DCO SUBMISSION	CB	BC	BC

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.3.3

CONSTRUCTION PLANS
INSET 45

nationalgrid			
National Grid plc, Warwick Technology Park, Galsworthy Hill, Warwick, CV34 6DA			
NG INVESTMENT No.	APPLICATION No.		GIS
20897	EN020001		A3
FIGURE No.	DRAWING No.	SCALE	ISSUE
3.3.45	G1979.1535.45Z	1:5,000	
SHEET 45 of 50			



- Key**
- Proposed Development**
- Order Limits
- Construction Layout**
- T-Pylon Position
 - Lattice Pylon Position
 - Temporary Pylon Position
 - Equi-Potential Zone
 - Proposed 400kV Overhead Alignment Centreline / Pylon
 - Proposed 132kV Overhead Line Conductor / Pylon;
 - 132kV Underground Cable Alignment
 - HDD Underground Cable Alignment
 - HDD Marker
 - HDD Alternative - Haul Road
 - Underground Easement
 - Culvert Locations
 - Construction Haul Road
 - Visibility Splay
 - Bellmouth Easement
 - Underground Cable Limits of Deviation
 - Other Access Route
 - New Build Working Area
 - 400kV Scaffolding and Scaffolding Working Area
 - Dismantling Working Area
- Existing Infrastructure**
- Existing Western Power Distribution 132kV Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal

NOTE:
ALL CONSTRUCTION LAYOUT AND ACCESS ROUTES ARE INDICATIVE ONLY AND MAY BE SUBJECT TO CHANGE.

This map includes data from the following sources:
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- Ordnance Survey

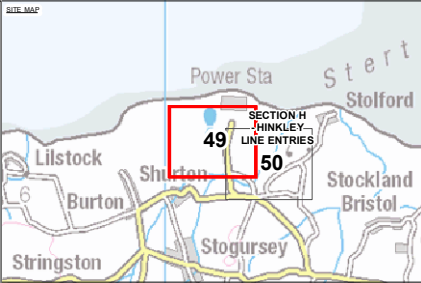
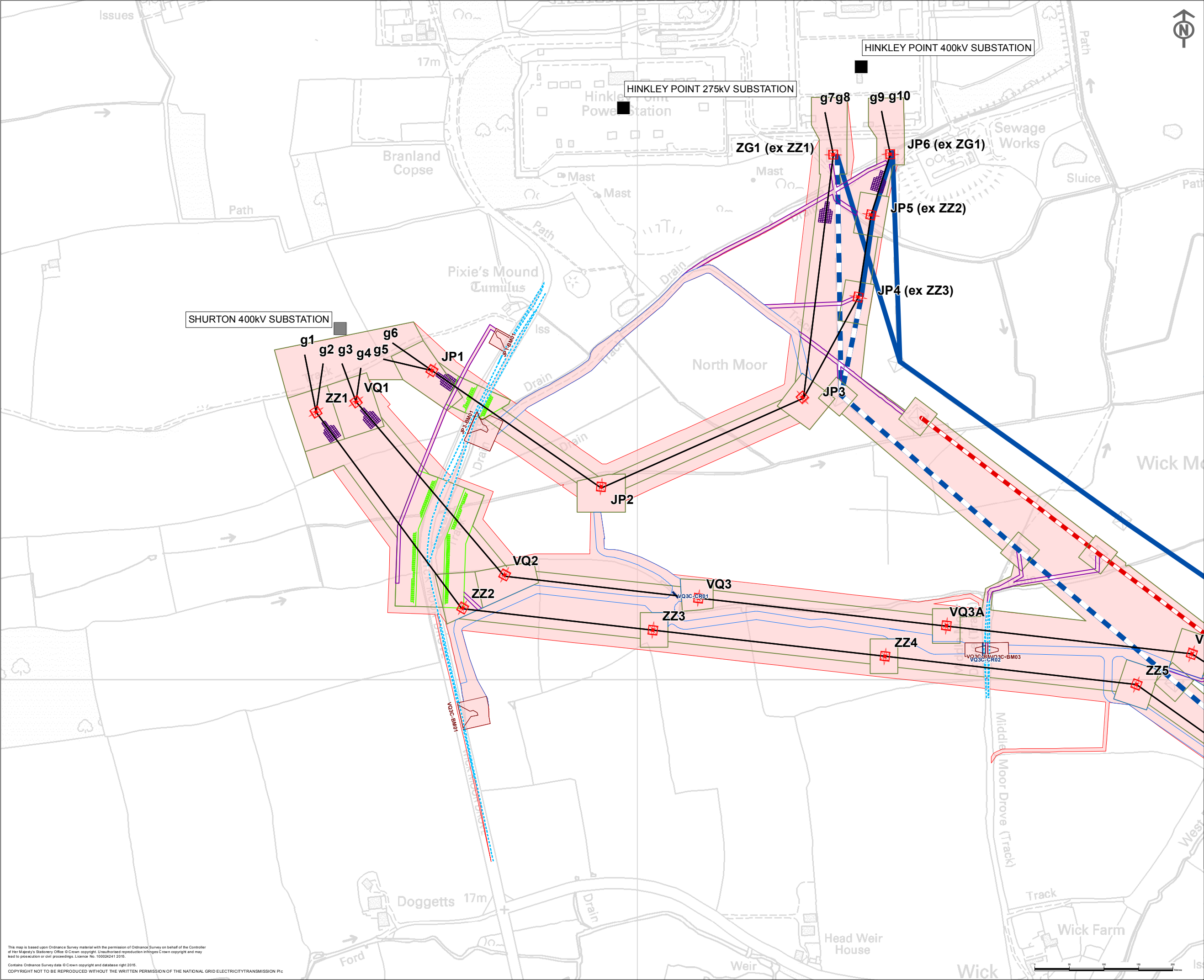
ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD
C	08/07/2015	ISH ACTIONS	CB	BC	BC
B	02/07/2015	ISH ACTIONS	CB	BC	BC
A	06/05/2014	DCO SUBMISSION	CB	BC	BC

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.3.3

CONSTRUCTION PLANS
INSET 46

nationalgrid			
National Grid plc, Warwick Technology Park, Galslowes Hill, Warwick, CV34 6DA			
NG INVESTMENT No.		APPLICATION No.	
20897		EN020001	
FIGURE No.		DRAWING No.	
3.3.46		G1979.1535.46Z	

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Key

Proposed Development

- Order Limits

Construction Layout

- T-Pylon Position
- Lattice Pylon Position
- Temporary Pylon Position
- Equi-Potential Zone
- Proposed 400kV Overhead Alignment Centreline / Pylon
- Culvert Locations
- Construction Haul Road
- Visibility Splay
- Bellmouth Easement
- Other Access Route
- New Build Working Area
- 400kV Scaffolding and Scaffolding Working Area

Existing Infrastructure

- Existing 400kV Overhead Line
- Existing 275kV Overhead Line
- 400kV Overhead line to be removed
- 275kV Overhead line to be removed
- Existing Substation

Consented Infrastructure

- Shurton 400kV Substation

NOTE:
ALL CONSTRUCTION LAYOUT AND ACCESS ROUTES ARE INDICATIVE ONLY AND MAY BE SUBJECT TO CHANGE.

This map includes data from the following sources:
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- Ordnance Survey

ISSUE	DATE	COMMENTS	DRAW	CHKD	APP'D
C	08/07/2015	ISH ACTIONS	CB	BC	BC
B	02/07/2015	ISH ACTIONS	CB	BC	BC
A	06/05/2014	DCO SUBMISSION	CB	BC	BC

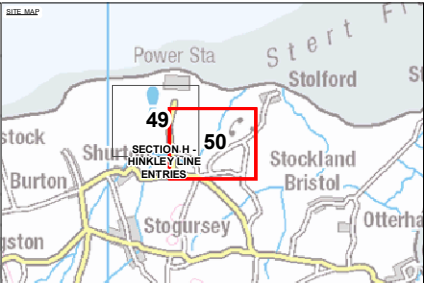
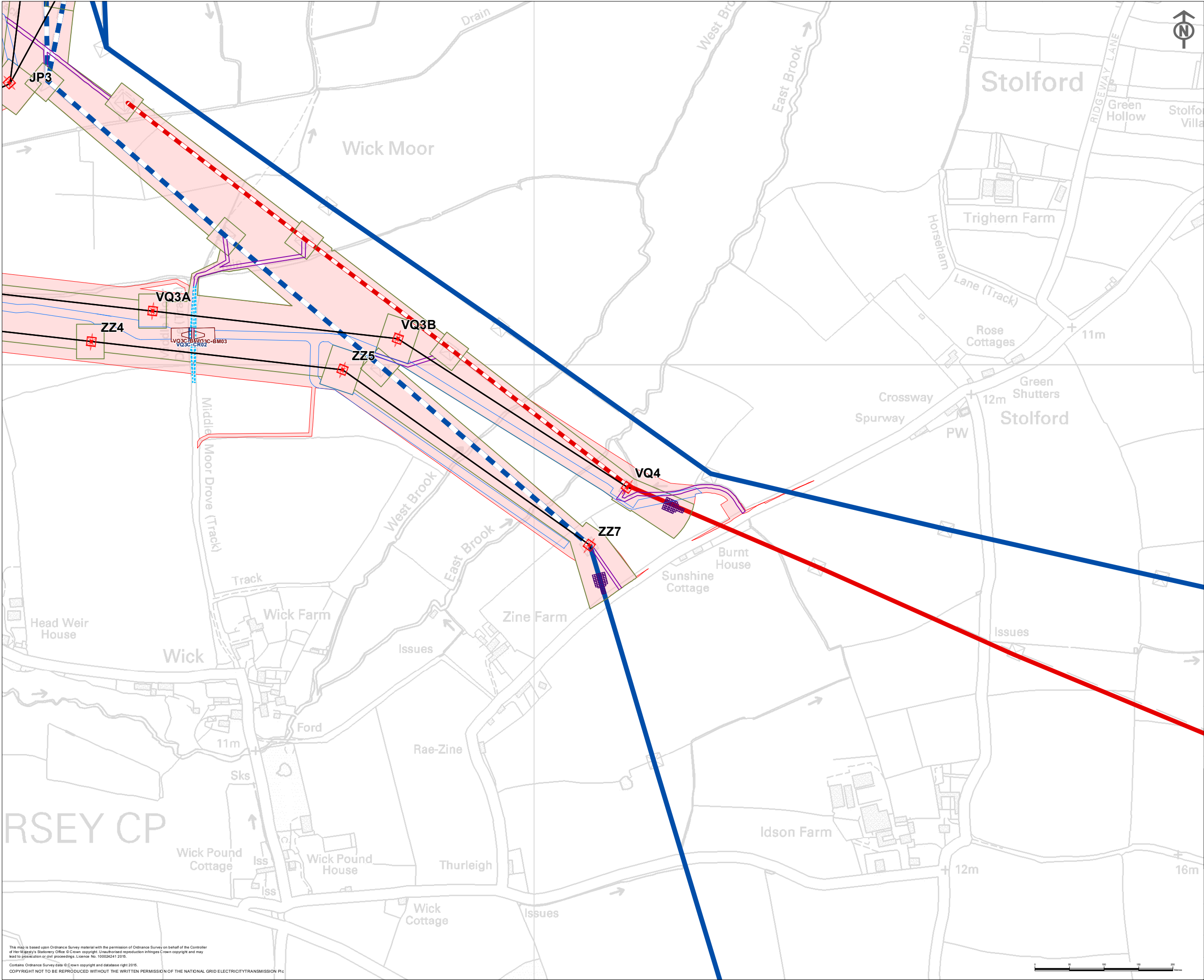
Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.3.3

CONSTRUCTION PLANS
INSET 49

nationalgrid
National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA

NG INVESTMENT No.	APPLICATION No.	GIS A3
20897	EN020001	
FIGURE No.	DRAWING No.	SCALE 1:5,000
3.3.49	G1979.1535.49Z	ISSUE C

SHEET 49 of 50



Key

Proposed Development

- Order Limits

Construction Layout

- T-Pylon Position
- Lattice Pylon Position
- Temporary Pylon Position
- Equi-Potential Zone
- Proposed 400kV Overhead Alignment Centreline / Pylon
- Culvert Locations
- Construction Haul Road
- Visibility Splay
- Bellmouth Easement
- Other Access Route
- New Build Working Area

Existing Infrastructure

- Existing 400kV Overhead Line
- Existing 275kV Overhead Line
- 400kV Overhead line to be removed
- 275kV Overhead line to be removed

NOTE:
ALL CONSTRUCTION LAYOUT AND ACCESS ROUTES ARE INDICATIVE ONLY AND MAY BE SUBJECT TO CHANGE.

This map includes data from the following sources:
- National Grid
- Ordnance Survey

ISSUE	DATE	COMMENTS	DRAW	CHKD	APPD
C	08/07/2015	ISH ACTIONS	CB	BC	BC
B	02/07/2015	ISH ACTIONS	CB	BC	BC
A	06/05/2014	DCO SUBMISSION	CB	BC	BC

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.3.3

CONSTRUCTION PLANS
INSET 50

nationalgrid		
National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA		
NG INVESTMENT No.	APPLICATION No.	GIS A3
20897	EN020001	
FIGURE No.	DRAWING No.	SCALE
3.3.50	G1979.1535.50Z	1:5,000
SHEET 50 of 50		ISSUE C

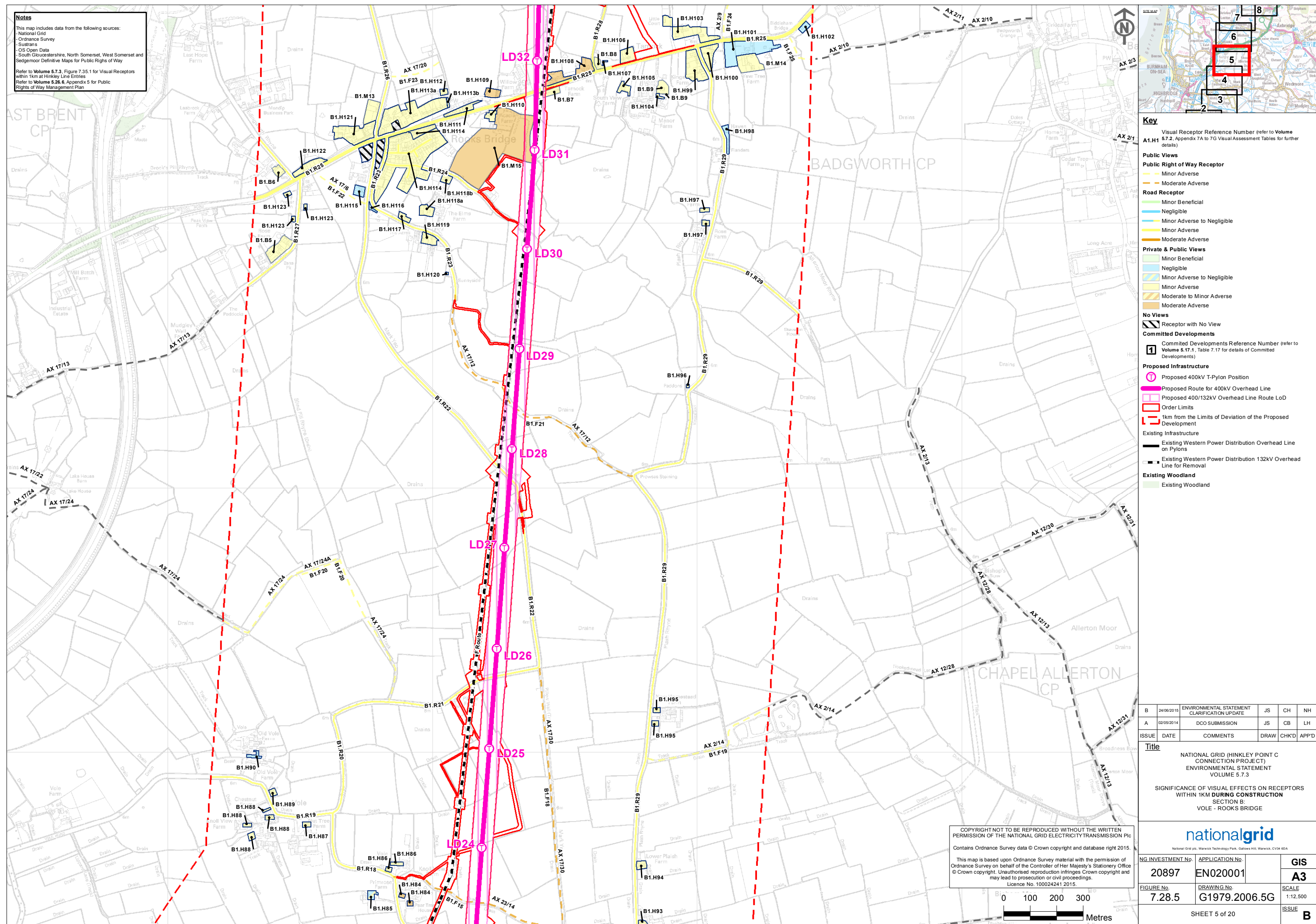
Annex C – Significance of Effect during Construction
and Operation for Visual Receptor B1.M15 (Acacia
Farm)


This map includes data from the following sources:

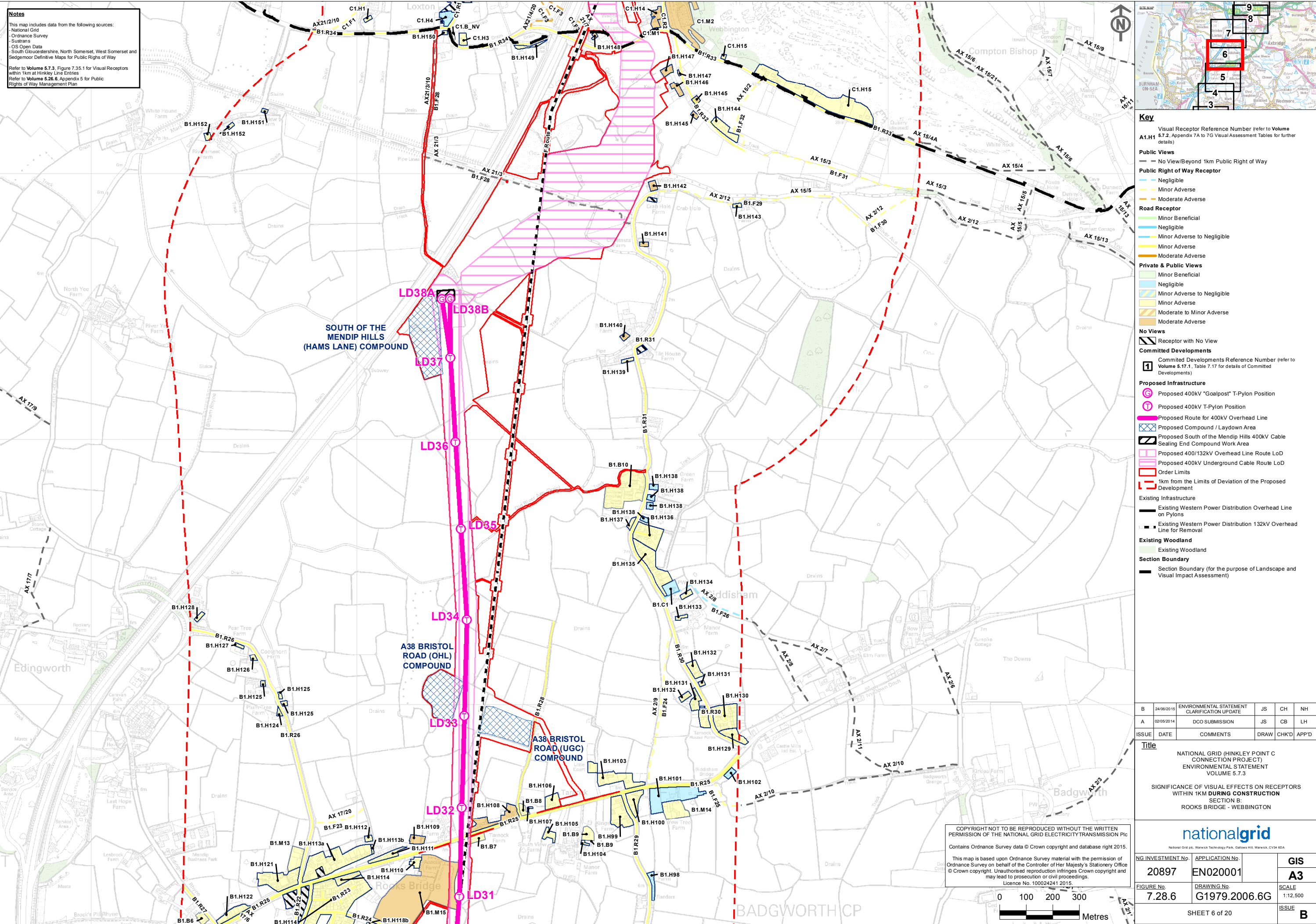
- National Grid
- Ordnance Survey
- Sustrans
- OS Open Data
- South Gloucestershire, North Somerset, West Somerset and Sedgemoor Definitive Maps for Public Rights of Way

Refer to **Volume 5.7.3**, Figure 7.35.1 for Visual Receptors within 1km at Hinkley Line Entries

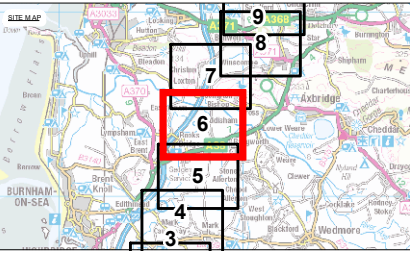
Refer to **Volume 5.26.6**, Appendix 5 for Public Rights of Way Managemeent Plan



B	24/06/2015	ENVIRONMENTAL STATEMENT CLARIFICATION UPDATE	JS	CH	NH
A	02/05/2014	DCO SUBMISSION	JS	CB	LH
ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D
<u>Title</u> NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.7.3 SIGNIFICANCE OF VISUAL EFFECTS ON RECEPTORS WITHIN 1KM DURING CONSTRUCTION SECTION B: VOLE - ROOKS BRIDGE					
 National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA					
NG INVESTMENT No.		APPLICATION No.		GIS	
20897		EN020001		A3	
FIGURE No.		DRAWING No.		SCALE	
7.28.5		G1979.2006.5G		1:12,500	
SHEET 5 of 20				<u>ISSUE</u> B	



Notes
This map includes data from the following sources:
- National Grid
- Ordnance Survey
- Sustrans
- OS Open Data
- South Gloucestershire, North Somerset, West Somerset and Sedgemoor Definitive Maps for Public Rights of Way
Refer to Volume 5.7.3, Figure 7.35.1 for Visual Receptors within 1km at Hinkley Line Entries
Refer to Volume 5.26.6, Appendix 5 for Public Rights of Way Management Plan



- Key**
- Visual Receptor Reference Number (refer to Volume 5.7.2, Appendix 7A to 7G Visual Assessment Tables for further details)
- Public Views**
- No View/Beyond 1km Public Right of Way
- Public Right of Way Receptor**
- Negligible
 - Minor Adverse
 - Moderate Adverse
- Road Receptor**
- Minor Beneficial
 - Negligible
 - Minor Adverse to Negligible
 - Minor Adverse
 - Moderate Adverse
- Private & Public Views**
- Minor Beneficial
 - Negligible
 - Minor Adverse to Negligible
 - Minor Adverse
 - Moderate to Minor Adverse
 - Moderate Adverse
- No Views**
- Receptor with No View
- Committed Developments**
- Committed Developments Reference Number (refer to Volume 5.17.1, Table 7.17 for details of Committed Developments)
- Proposed Infrastructure**
- Proposed 400kV "Goalpost" T-Pylon Position
 - Proposed 400kV T-Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Proposed Compound / Laydown Area
 - Proposed South of the Mendip Hills 400kV Cable Sealing End Compound Work Area
 - Proposed 400/132kV Overhead Line Route LoD
 - Proposed 400kV Underground Cable Route LoD
 - Order Limits
 - 1km from the Limits of Deviation of the Proposed Development
- Existing Infrastructure**
- Existing Western Power Distribution Overhead Line on Pylons
 - Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Woodland**
- Existing Woodland
- Section Boundary**
- Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

B	24/06/2015	ENVIRONMENTAL STATEMENT CLARIFICATION UPDATE	JS	CH	NH
A	02/05/2014	DCO SUBMISSION	JS	CB	LH

ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D
Title					
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.7.3					
SIGNIFICANCE OF VISUAL EFFECTS ON RECEPTORS WITHIN 1KM DURING CONSTRUCTION SECTION B: ROOKS BRIDGE - WEBBINGTON					

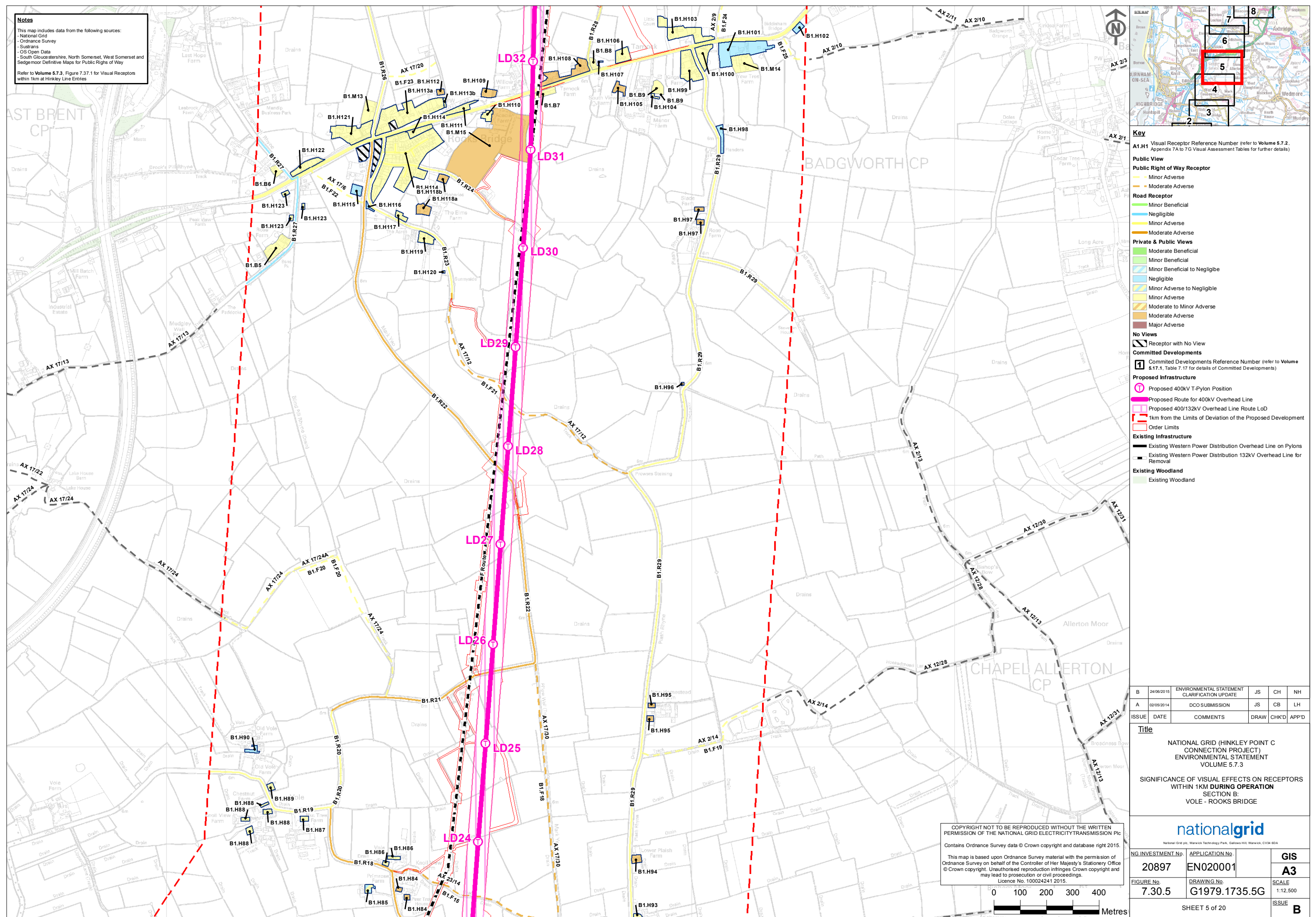
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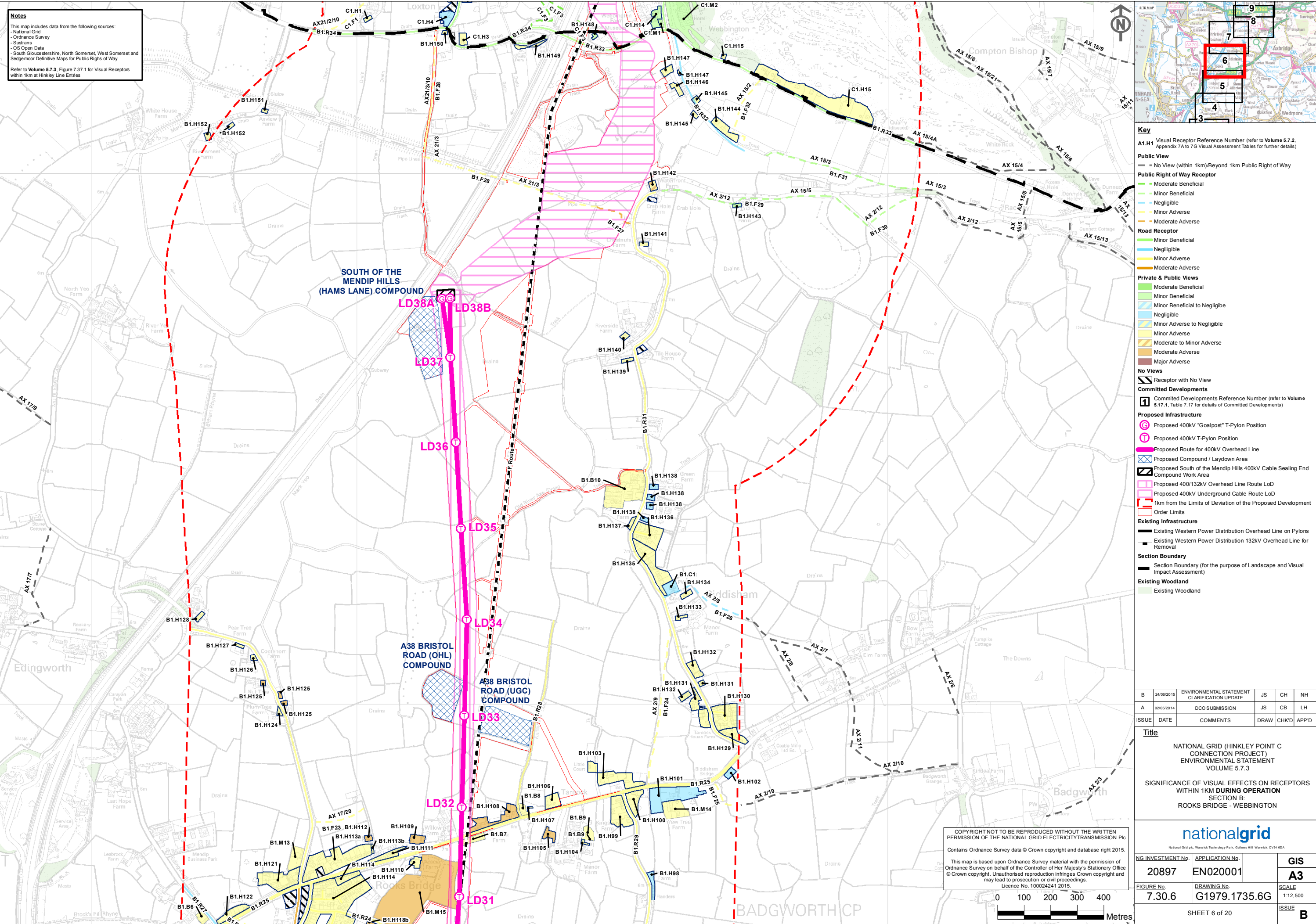
National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA

NG INVESTMENT No.	APPLICATION No.	GIS
20897	EN020001	A3
FIGURE No.	DRAWING No.	SCALE
7.28.6	G1979.2006.6G	1:12,500
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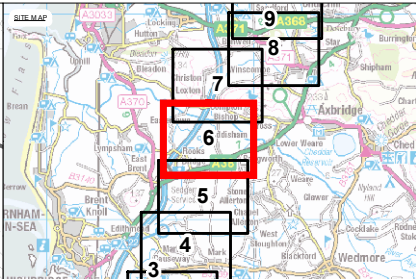


Notes

This map includes data from the following sources:

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- South Gloucestershire, North Somerset, West Somerset and Sedgemoor Definitive Maps for Public Rights of Way

Refer to Volume 5.7.3, Figure 7.37.1 for Visual Receptors within 1km at Hinkley Line Entries



- Key**
- A1.H1** Visual Receptor Reference Number (refer to Volume 5.7.2, Appendix 7A to 7G Visual Assessment Tables for further details)
- Public View**
- No View (within 1km)/Beyond 1km Public Right of Way
- Public Right of Way Receptor**
- Moderate Beneficial
 - Minor Beneficial
 - Negligible
 - Minor Adverse
 - Moderate Adverse
- Road Receptor**
- Minor Beneficial
 - Negligible
 - Minor Adverse
 - Moderate Adverse
- Private & Public Views**
- Moderate Beneficial
 - Minor Beneficial
 - Minor Beneficial to Negligible
 - Negligible
 - Minor Adverse to Negligible
 - Minor Adverse
 - Moderate to Minor Adverse
 - Moderate Adverse
 - Major Adverse
- No Views**
- Receptor with No View
- Committed Developments**
- Committed Developments Reference Number (refer to Volume 5.17.1, Table 7.17 for details of Committed Developments)
- Proposed Infrastructure**
- Proposed 400kV "Goalpost" T-Pylon Position
 - Proposed 400kV T-Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Proposed Compound / Laydown Area
 - Proposed South of the Mendip Hills 400kV Cable Sealing End Compound Work Area
 - Proposed 400/132kV Overhead Line Route LoD
 - Proposed 400kV Underground Cable Route LoD
 - 1km from the Limits of Deviation of the Proposed Development
 - Order Limits
- Existing Infrastructure**
- Existing Western Power Distribution Overhead Line on Pylons
 - Existing Western Power Distribution 132kV Overhead Line for Removal
- Section Boundary**
- Section Boundary (for the purpose of Landscape and Visual Impact Assessment)
- Existing Woodland**
- Existing Woodland

B	24/08/2015	ENVIRONMENTAL STATEMENT CLARIFICATION UPDATE	JS	CH	NH
A	02/05/2014	DCO SUBMISSION	JS	CB	LH

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Title					
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.7.3					
SIGNIFICANCE OF VISUAL EFFECTS ON RECEPTORS WITHIN 1KM DURING OPERATION SECTION B: ROOKS BRIDGE - WEBBINGTON					

nationalgrid

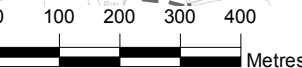
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FIGURE No.	DRAWING No.	SCALE
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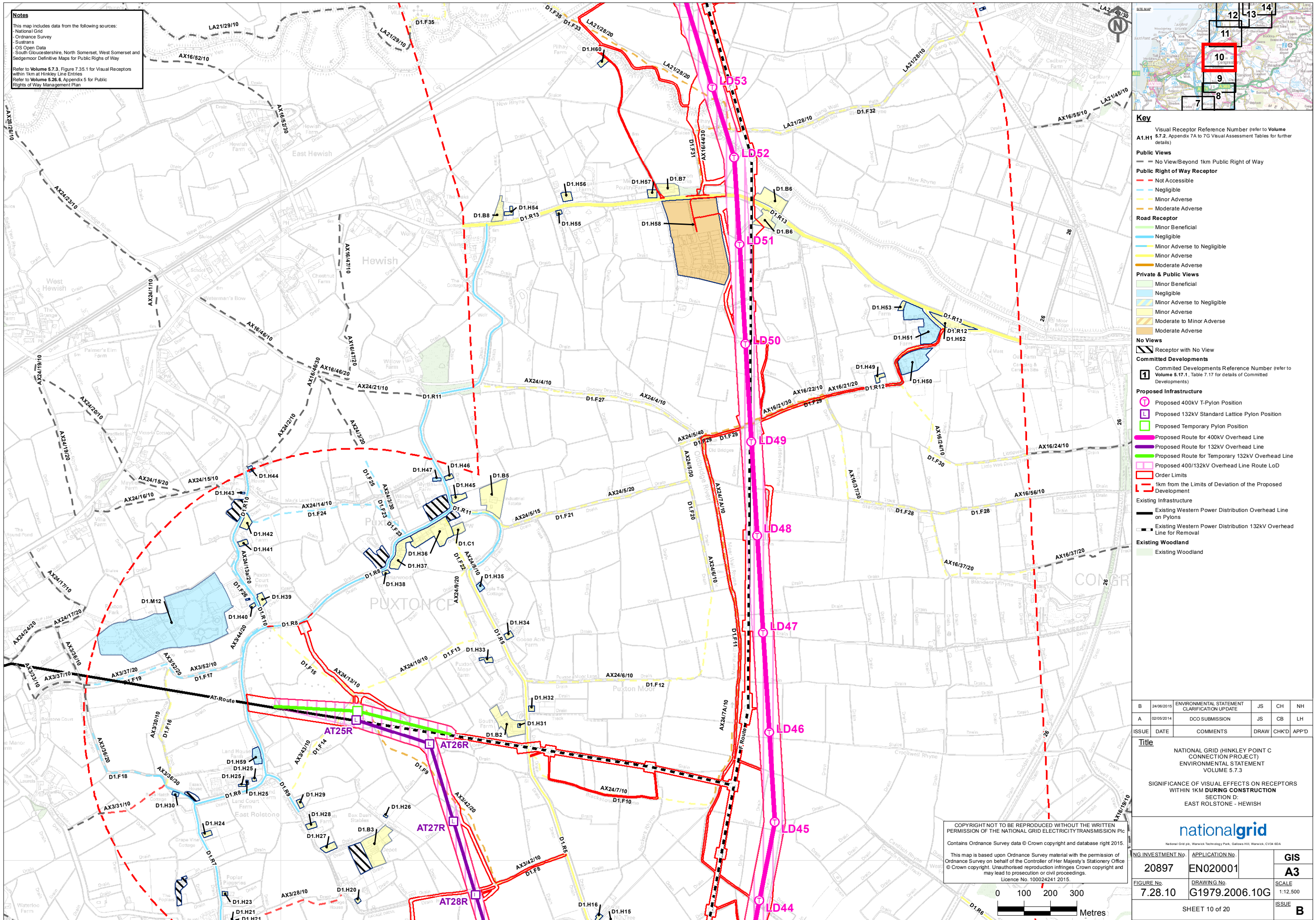
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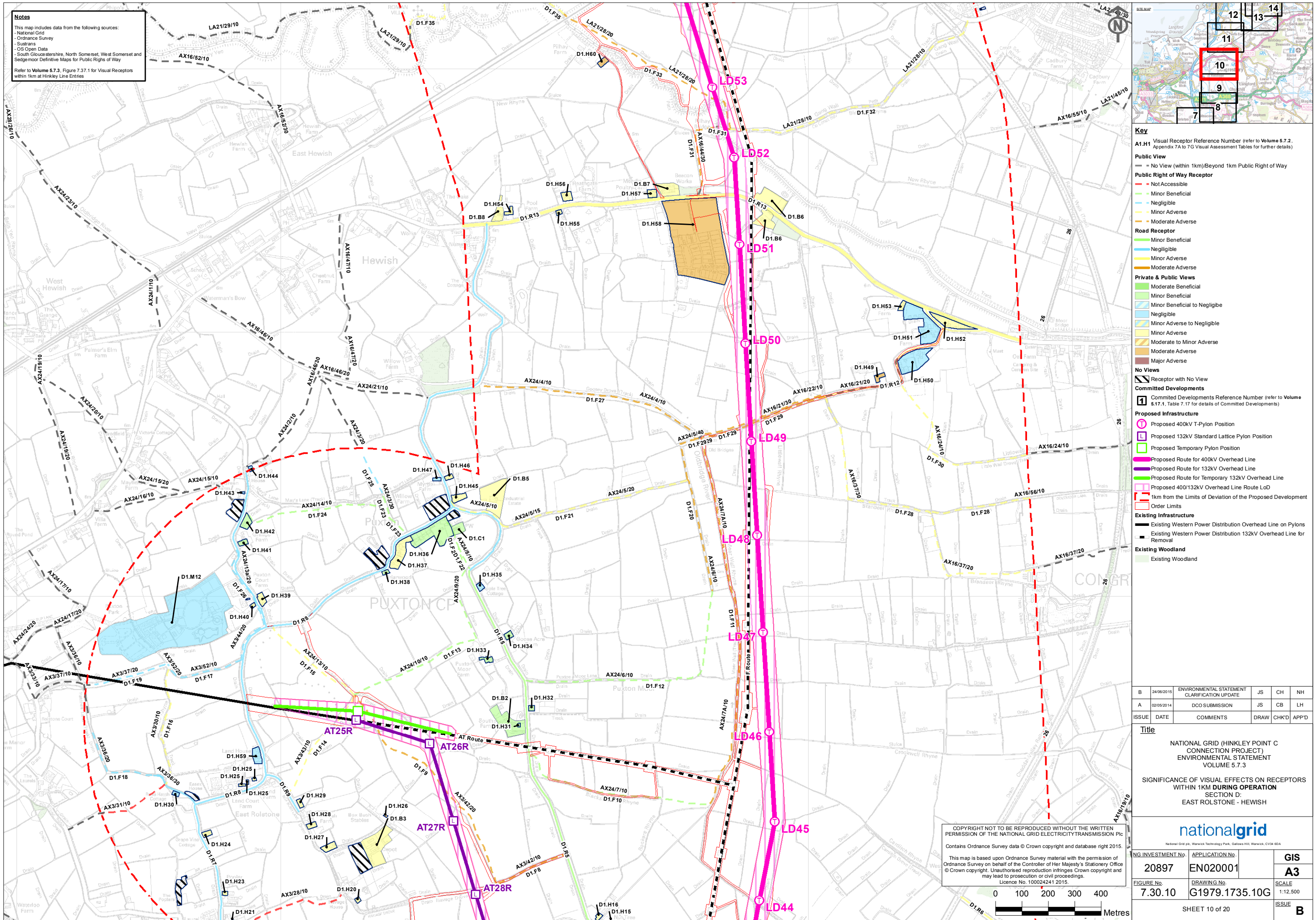
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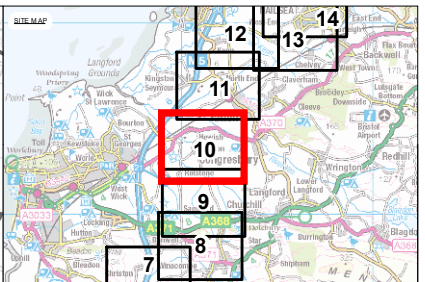


Annex D – Significance of Effect during Construction
and Operation for Visual Receptor D1.H58 (Moorland
Park Traveller Site)





Notes
This map includes data from the following sources:
- National Grid
- Ordnance Survey
- Sustrans
- OS Open Data
- South Gloucestershire, North Somerset, West Somerset and Sedgemoor Definitive Maps for Public Rights of Way
Refer to Volume 5.7.3, Figure 7.37.1 for Visual Receptors within 1km at Hinkley Line Entries



Key				
A1.H1 Visual Receptor Reference Number (refer to Volume 5.7.2, Appendix 7A to 7G Visual Assessment Tables for further details)				
Public View				
Public Right of Way Receptor				
- No View (within 1km)/Beyond 1km Public Right of Way				
- Not Accessible				
- Minor Beneficial				
- Negligible				
- Minor Adverse				
- Moderate Adverse				
Road Receptor				
- Minor Beneficial				
- Negligible				
- Minor Adverse				
- Moderate Adverse				
Private & Public Views				
- Moderate Beneficial				
- Minor Beneficial				
- Minor Beneficial to Negligible				
- Negligible				
- Minor Adverse to Negligible				
- Minor Adverse				
- Moderate to Minor Adverse				
- Moderate Adverse				
- Major Adverse				
No Views				
- Receptor with No View				
Committed Developments				
- Committed Developments Reference Number (refer to Volume 5.17.1, Table 7.17 for details of Committed Developments)				
Proposed Infrastructure				
- Proposed 400kV T-Pylon Position				
- Proposed 132kV Standard Lattice Pylon Position				
- Proposed Temporary Pylon Position				
- Proposed Route for 400kV Overhead Line				
- Proposed Route for 132kV Overhead Line				
- Proposed Route for Temporary 132kV Overhead Line				
- Proposed 400/132kV Overhead Line Route LoD				
- 1km from the Limits of Deviation of the Proposed Development				
- Order Limits				
Existing Infrastructure				
- Existing Western Power Distribution Overhead Line on Pylons				
- Existing Western Power Distribution 132kV Overhead Line for Removal				
Existing Woodland				
- Existing Woodland				

B	24/06/2015	ENVIRONMENTAL STATEMENT CLARIFICATION UPDATE	JS	CH	NH
A	02/05/2014	DCO SUBMISSION	JS	CB	LH
ISSUE	DATE	COMMENTS	DRAW	CHKD	APP'D

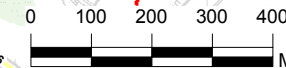
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SIGNIFICANCE OF VISUAL EFFECTS ON RECEPTORS WITHIN 1KM DURING OPERATION		SECTION D: EAST ROLSTONE - HEWISH			

nationalgrid

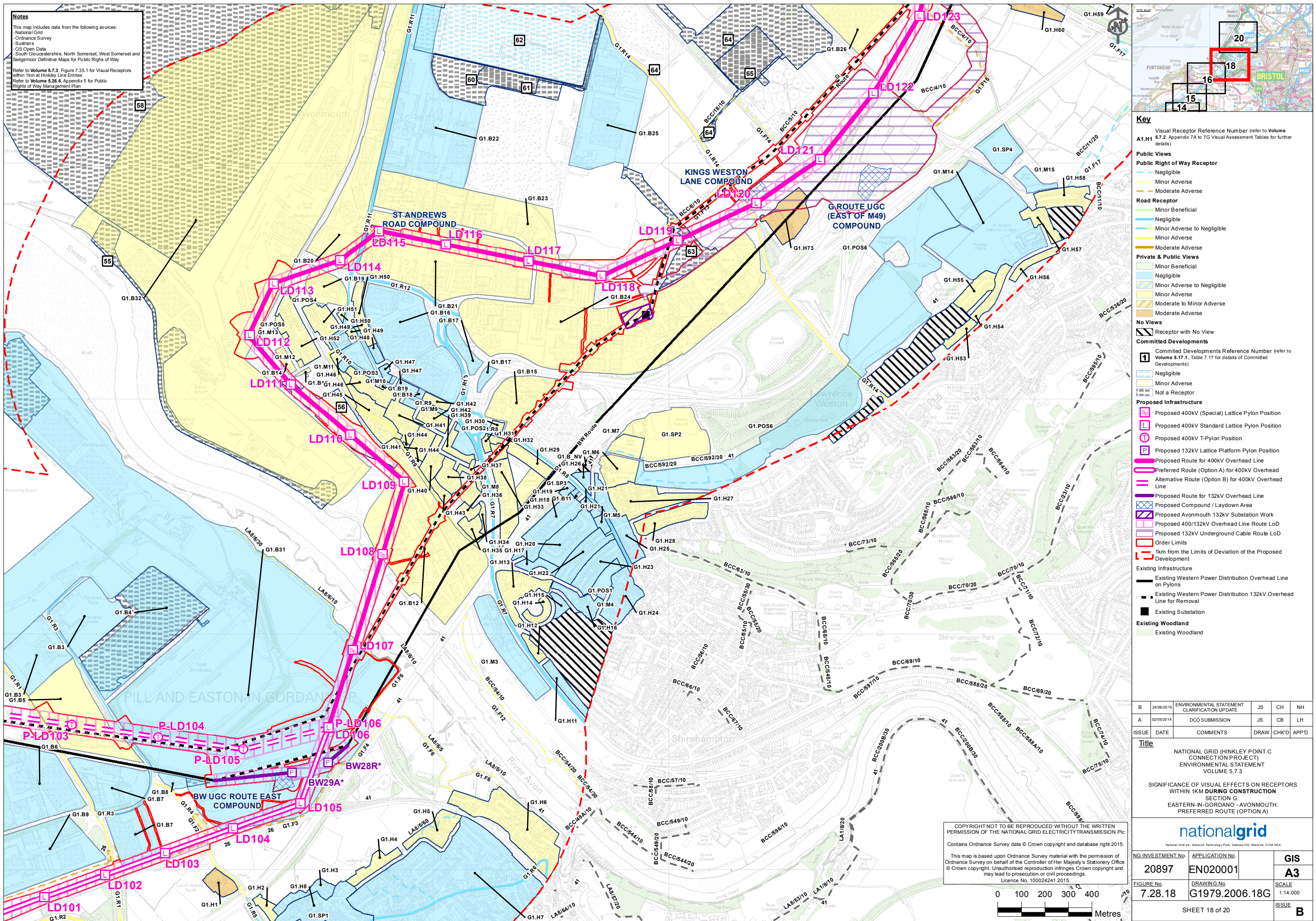
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FIGURE No.	DRAWING No.	SCALE	
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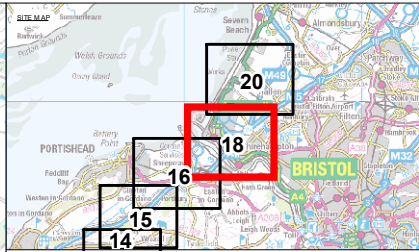
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Annex E – Significance of Effect during Construction
and Operation for Visual Receptor G1.H73 (St Anthony's
Park Traveller Site)



Notes
This map includes data from the following sources:
- National Grid
- Ordnance Survey
- Sustrans
- OS Open Data
- South Gloucestershire, North Somerset, West Somerset and Sedgemoor Definitive Maps for Public Rights of Way
Refer to Volume 5.7.3, Figure 7.35.1 for Visual Receptors within 1km at Hinkley Line Entries
Refer to Volume 5.26.6, Appendix 5 for Public Rights of Way Management Plan



- Key**
- Visual Receptor Reference Number (refer to Volume A1.H1 5.7.2, Appendix 7A to 7G Visual Assessment Tables for further details)
- Public Views**
- Public Right of Way Receptor
- Negligible
 - Minor Adverse
 - Moderate Adverse
- Road Receptor**
- Minor Beneficial
 - Negligible
 - Minor Adverse to Negligible
 - Minor Adverse
 - Moderate Adverse
- Private & Public Views**
- Minor Beneficial
 - Negligible
 - Minor Adverse to Negligible
 - Minor Adverse
 - Moderate to Minor Adverse
 - Moderate Adverse
- No Views**
- Receptor with No View
- Committed Developments**
- Committed Developments Reference Number (refer to Volume 5.17.1, Table 7.17 for details of Committed Developments)
- Negligible
 - Minor Adverse
 - Not a Receptor
- Proposed Infrastructure**
- Proposed 400kV (Special) Lattice Pylon Position
 - Proposed 400kV Standard Lattice Pylon Position
 - Proposed 400kV T-Pylon Position
 - Proposed 132kV Lattice Platform Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Preferred Route (Option A) for 400kV Overhead Line
 - Alternative Route (Option B) for 400kV Overhead Line
 - Proposed Route for 132kV Overhead Line
 - Proposed Compound / Laydown Area
 - Proposed Avonmouth 132kV Substation Work
 - Proposed 400/132kV Overhead Line Route LoD
 - Proposed 132kV Underground Cable Route LoD
 - Order Limits
 - 1km from the Limits of Deviation of the Proposed Development
- Existing Infrastructure**
- Existing Western Power Distribution Overhead Line on Pylons
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation
- Existing Woodland**
- Existing Woodland

B	24/08/2015	ENVIRONMENTAL STATEMENT CLARIFICATION UPDATE	JS	CH	NH
A	02/05/2014	DCO SUBMISSION	JS	CB	LH
ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D

Title

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ENVIRONMENTAL STATEMENT
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SIGNIFICANCE OF VISUAL EFFECTS ON RECEPTORS
WITHIN 1KM DURING CONSTRUCTION
SECTION G:
EASTERN-IN-GORDANO - AVONMOUTH:
PREFERRED ROUTE (OPTION A)

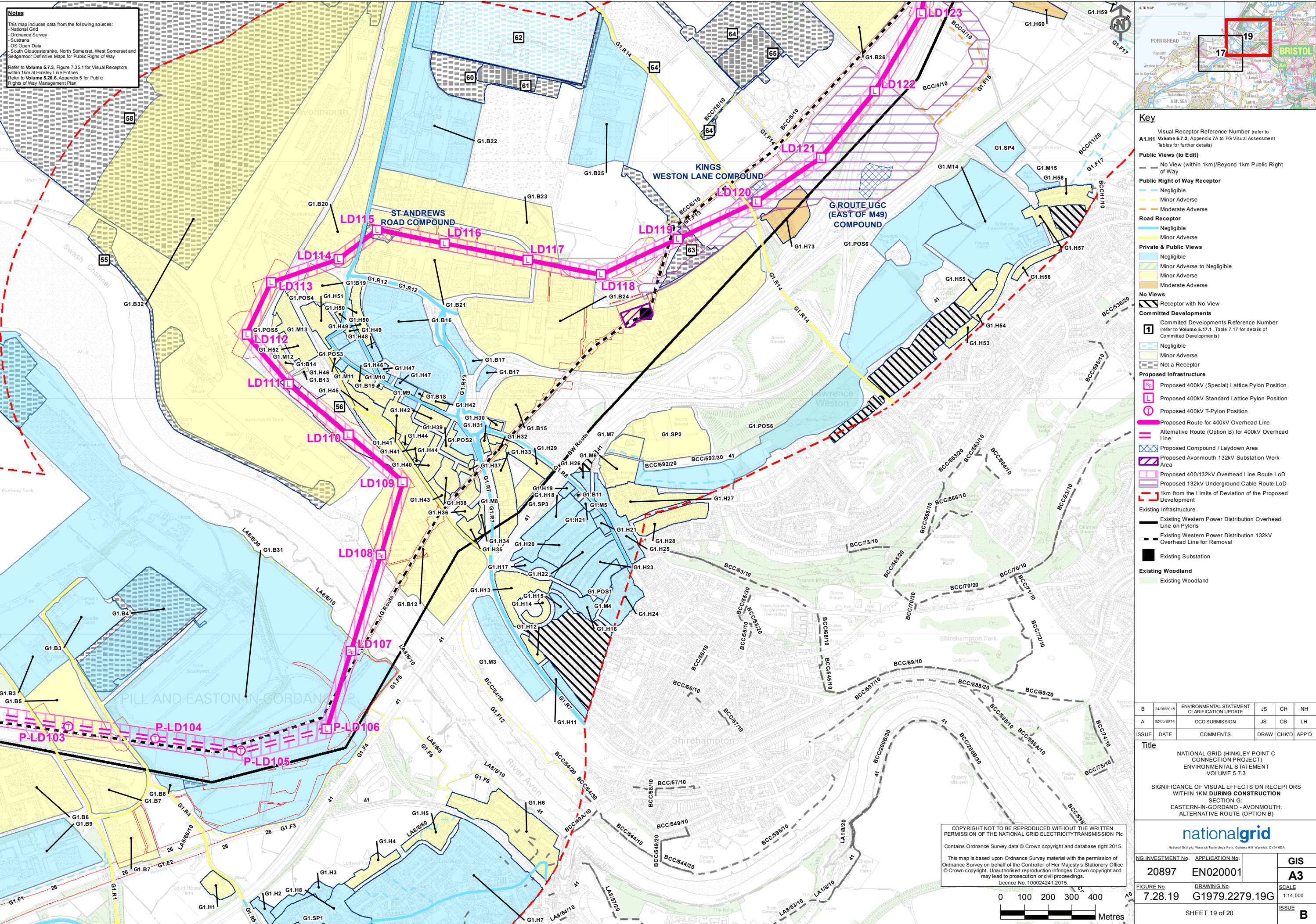
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National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA

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FIGURE No.	DRAWING No.	SCALE
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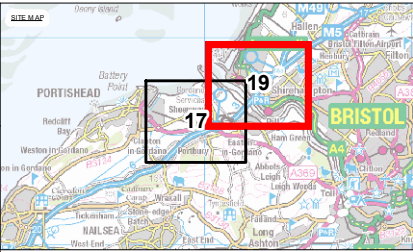
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- South Gloucestershire, North Somerset, West Somerset and Sedgemoor Definitive Maps for Public Rights of Way

Refer to Volume 5.7.3, Figure 7.35.1 for Visual Receptors within 1km at Hinkley Line Entries

Refer to Volume 5.26.6, Appendix 5 for Public Rights of Way Management Plan



Key

Visual Receptor Reference Number (refer to A1.H1 Volume 5.7.2, Appendix 7A to 7G Visual Assessment Tables for further details)

Public Views (to Edit)

- No View (within 1km)/Beyond 1km Public Right of Way

Public Right of Way Receptor

- Negligible
- Minor Adverse
- Moderate Adverse

Road Receptor

- Negligible
- Minor Adverse

Private & Public Views

- Negligible
- Minor Adverse to Negligible
- Minor Adverse
- Moderate Adverse

No Views

Receptor with No View

Committed Developments

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

Proposed Infrastructure

- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Alternative Route (Option B) for 400kV Overhead Line
- Proposed Compound / Laydown Area
- Proposed Avonmouth 132kV Substation Work Area
- Proposed 400/132kV Overhead Line Route LoD
- Proposed 132kV Underground Cable Route LoD
- 1km from the Limits of Deviation of the Proposed Development

Existing Infrastructure

- Existing Western Power Distribution Overhead Line on Pylons
- Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Substation

Existing Woodland

- Existing Woodland

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Title

NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
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SIGNIFICANCE OF VISUAL EFFECTS ON RECEPTORS WITHIN 1KM DURING CONSTRUCTION
SECTION G:
EASTERN-IN-GORDANO - AVONMOUTH:
ALTERNATIVE ROUTE (OPTION B)

nationalgrid

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

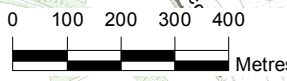
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FIGURE No.	DRAWING No.	SCALE
7.28.19	G1979.2279.19G	1:14,000
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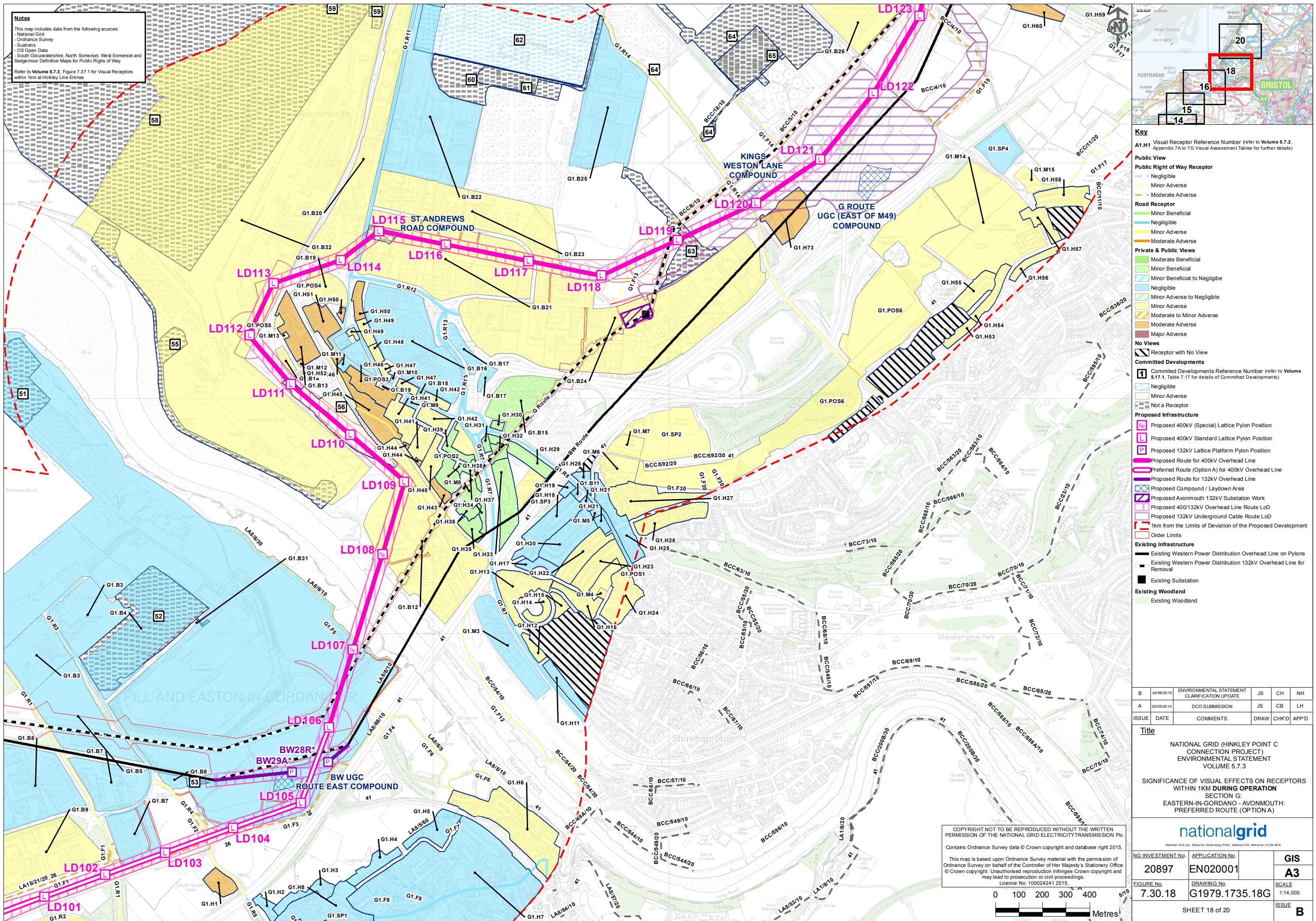
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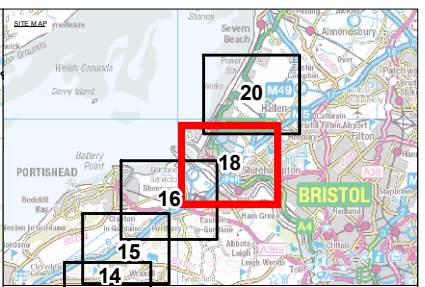
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Refer to Volume 5.7.3, Figure 7.37.1 for Visual Receptors within 1km at Hinkley Line Entries



- Key**
- A1.H1** Visual Receptor Reference Number (refer to Volume 5.7.2, Appendix 7A to 7G Visual Assessment Tables for further details)
- Public View**
- Public Right of Way Receptor**
- Negligible
 - Minor Adverse
 - Moderate Adverse
- Road Receptor**
- Minor Beneficial
 - Negligible
 - Minor Adverse
 - Moderate Adverse
- Private & Public Views**
- Moderate Beneficial
 - Minor Beneficial
 - Minor Beneficial to Negligible
 - Negligible
 - Minor Adverse to Negligible
 - Minor Adverse
 - Moderate to Minor Adverse
 - Moderate Adverse
 - Major Adverse
- No Views**
- Receptor with No View**
- Committed Developments**
- Committed Developments Reference Number (refer to Volume 5.17.1, Table 7.17 for details of Committed Developments)
 - Negligible
 - Minor Adverse
 - Not a Receptor
- Proposed Infrastructure**
- Proposed 400kV (Special) Lattice Pylon Position
 - Proposed 400kV Standard Lattice Pylon Position
 - Proposed 132kV Lattice Platform Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Proposed Route for 132kV Overhead Line
 - Proposed Compound / Laydown Area
 - Proposed Avonmouth 132kV Substation Work
 - Proposed 400/132kV Overhead Line Route LoD
 - Proposed 132kV Underground Cable Route LoD
 - 1km from the Limits of Deviation of the Proposed Development
 - Order Limits
- Existing Infrastructure**
- Existing Western Power Distribution Overhead Line on Pylons
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation
- Existing Woodland**
- Existing Woodland

B	24/08/2015	ENVIRONMENTAL STATEMENT CLARIFICATION UPDATE	JS	CH	NH
A	02/05/2014	DCO SUBMISSION	JS	CB	LH
ISSUE	DATE	COMMENTS	DRAW	CHKD	APP'D

Title

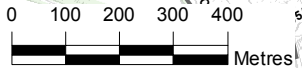
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.7.3

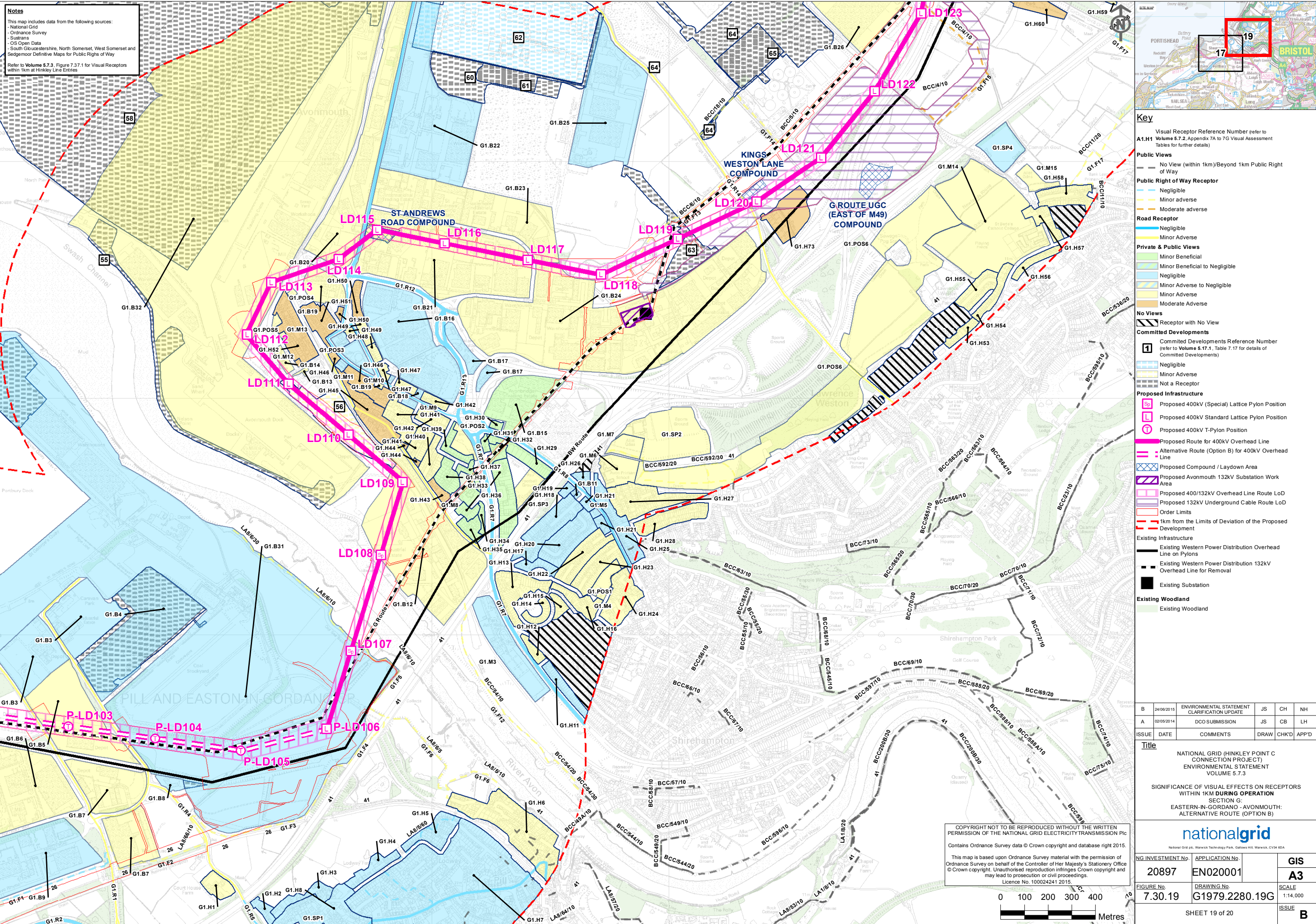
SIGNIFICANCE OF VISUAL EFFECTS ON RECEPTORS
WITHIN 1KM DURING OPERATION
SECTION G:
EASTERN-IN-GORDANO - AVONMOUTH:
PREFERRED ROUTE (OPTION A)

nationalgrid

NG INVESTMENT No.	APPLICATION No.	GIS
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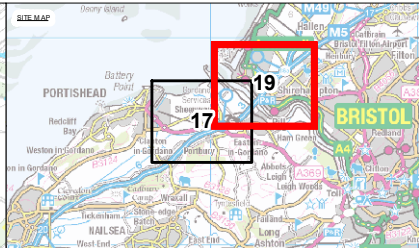


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- OS Open Data
- South Gloucestershire, North Somerset, West Somerset and Sedgemoor Definitive Maps for Public Rights of Way

Refer to Volume 5.7.3, Figure 7.37.1 for Visual Receptors within 1km at Hinkley Line Entries



Key

Visual Receptor Reference Number (refer to A1.H1 Volume 5.7.2, Appendix 7A to 7G Visual Assessment Tables for further details)

Public Views

- No View (within 1km)/Beyond 1km Public Right of Way

Public Right of Way Receptor

- Negligible
- Minor adverse
- Moderate adverse

Road Receptor

- Negligible
- Minor Adverse

Private & Public Views

- Minor Beneficial
- Minor Beneficial to Negligible
- Negligible
- Minor Adverse to Negligible
- Minor Adverse
- Moderate Adverse

No Views

- Receptor with No View

Committed Developments

- Committed Developments Reference Number (refer to Volume 5.17.1, Table 7.17 for details of Committed Developments)
- Negligible
- Minor Adverse
- Not a Receptor

Proposed Infrastructure

- Proposed 400kV (Special) Lattice Pylon Position
- Proposed 400kV Standard Lattice Pylon Position
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Alternative Route (Option B) for 400kV Overhead Line
- Proposed Compound / Laydown Area
- Proposed Avonmouth 132kV Substation Work Area
- Proposed 400/132kV Overhead Line Route LoD
- Proposed 132kV Underground Cable Route LoD
- Order Limits
- 1km from the Limits of Deviation of the Proposed Development

Existing Infrastructure

- Existing Western Power Distribution Overhead Line on Pylons
- Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Substation

Existing Woodland

- Existing Woodland

B	24/08/2015	ENVIRONMENTAL STATEMENT CLARIFICATION UPDATE	JS	CH	NH
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WITHIN 1KM DURING OPERATION
SECTION G:
EASTERN-IN-GORDANO - AVONMOUTH:
ALTERNATIVE ROUTE (OPTION B)

nationalgrid

NG INVESTMENT No.	APPLICATION No.	GIS
20897	EN020001	A3
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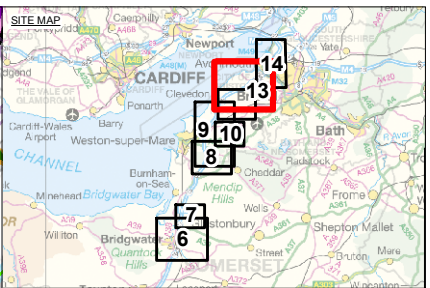
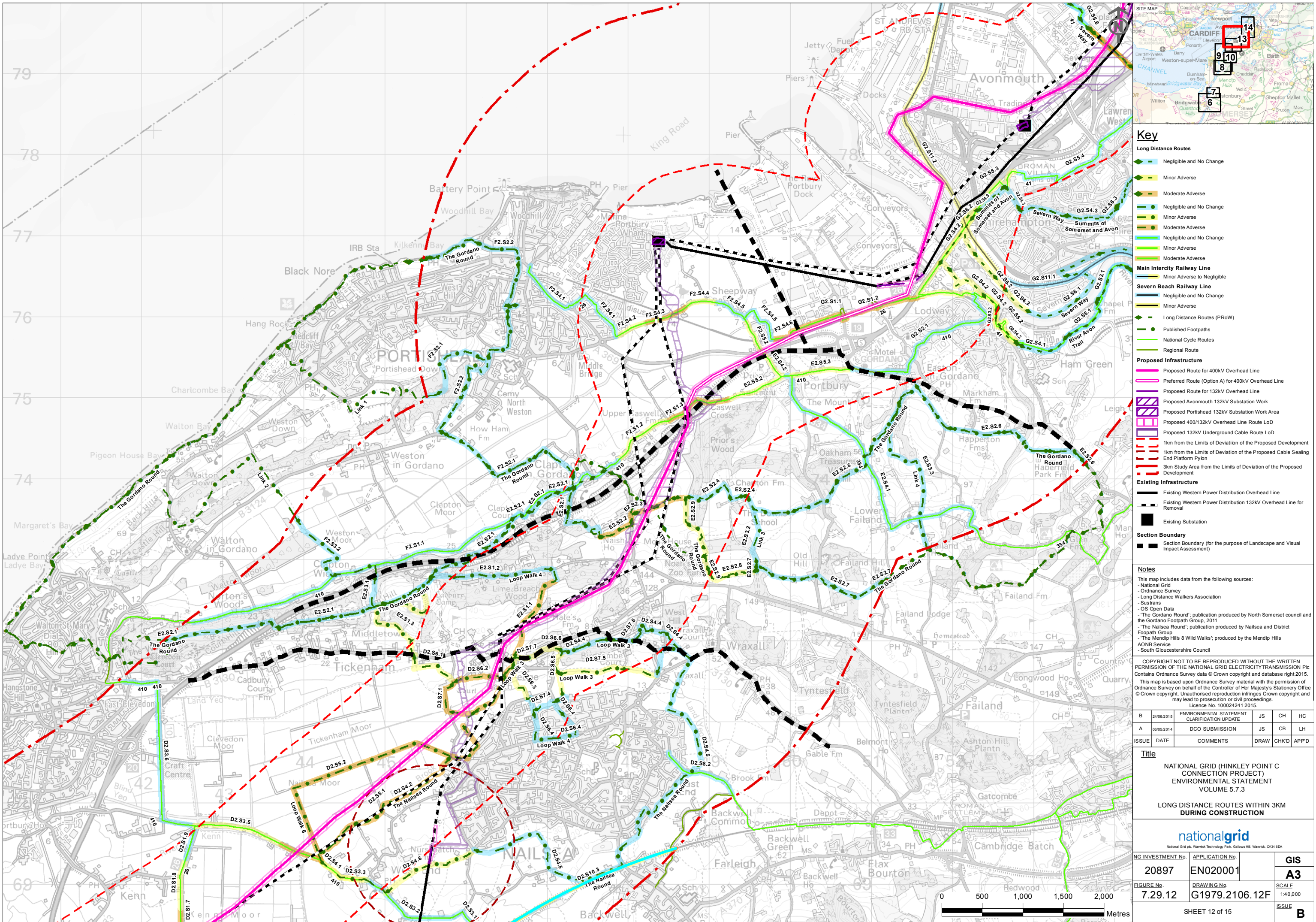
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0 100 200 300 400 Metres

Annex F – Significance of Effect during Construction and Operation for Severn Beach Railway Line



- ### Key
- Long Distance Routes**
- Negligible and No Change
 - Minor Adverse
 - Moderate Adverse
- Main Intercity Railway Line**
- Negligible and No Change
 - Minor Adverse
- Severn Beach Railway Line**
- Negligible and No Change
 - Minor Adverse
- Long Distance Routes (PRoW)**
- Negligible and No Change
 - Minor Adverse
 - Moderate Adverse
- Main Intercity Railway Line**
- Negligible and No Change
 - Minor Adverse to Negligible
- Severn Beach Railway Line**
- Negligible and No Change
 - Minor Adverse
- Proposed Infrastructure**
- Proposed Route for 400kV Overhead Line
 - Preferred Route (Option A) for 400kV Overhead Line
 - Proposed Route for 132kV Overhead Line
 - Proposed Avonmouth 132kV Substation Work
 - Proposed Portishead 132kV Substation Work Area
 - Proposed 400/132kV Overhead Line Route LoD
 - Proposed 132kV Underground Cable Route LoD
 - 1km from the Limits of Deviation of the Proposed Development
 - 1km from the Limits of Deviation of the Proposed Cable Sealing End Platform Pylon
 - 3km Study Area from the Limits of Deviation of the Proposed Development
- Existing Infrastructure**
- Existing Western Power Distribution Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation
- Section Boundary**
- Section Boundary (for the purpose of Landscape and Visual Impact Assessment)


Notes

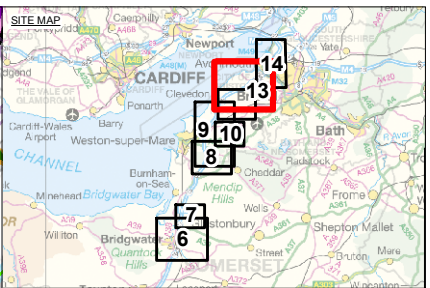
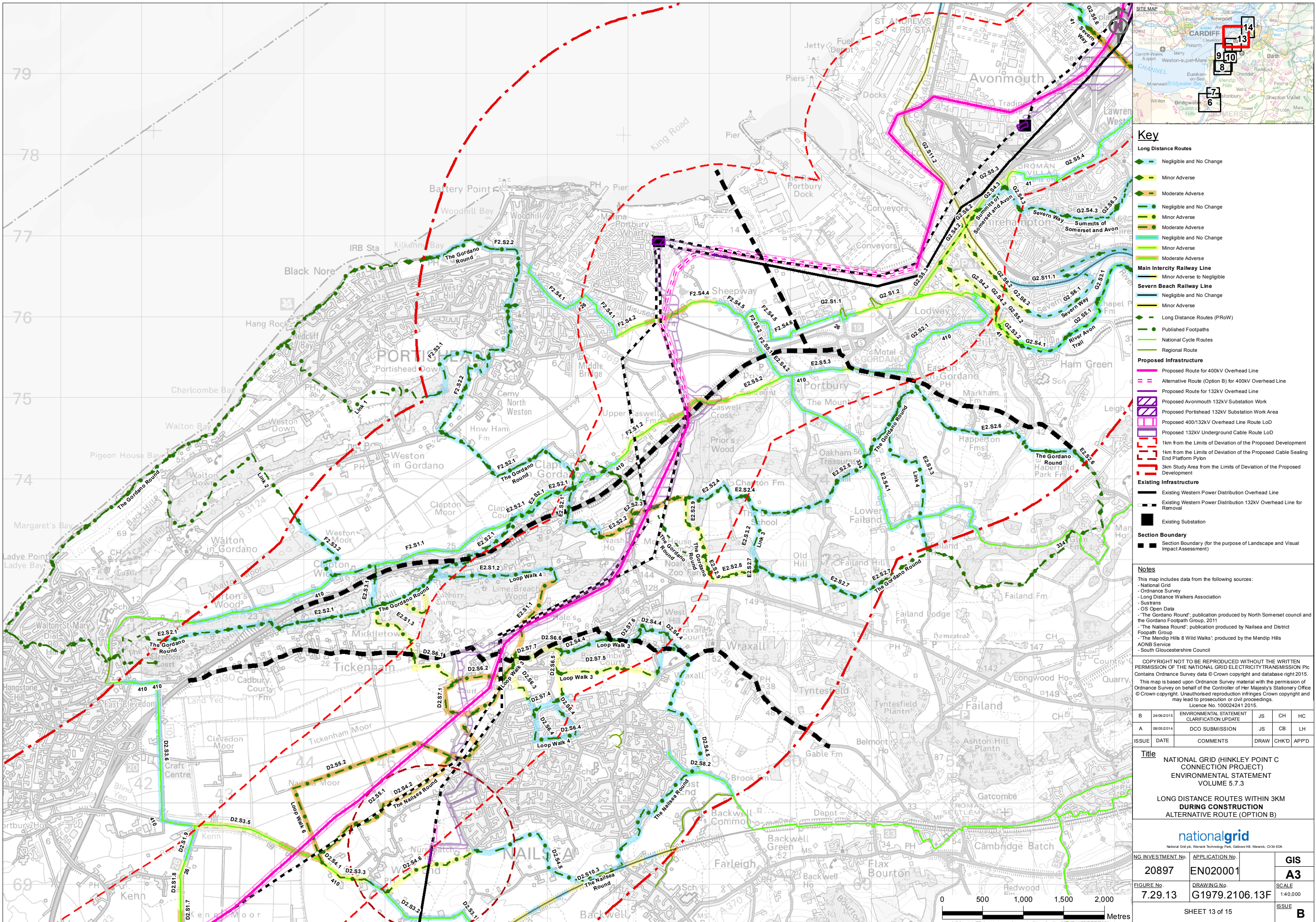
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B	24/05/2015	ENVIRONMENTAL STATEMENT CLARIFICATION UPDATE	JS	CH	HC
A	06/05/2014	DCO SUBMISSION	JS	CB	LH
ISSUE	DATE	COMMENTS	DRAW	CHKD	APP'D
<u>Title</u>					
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.7.3					
LONG DISTANCE ROUTES WITHIN 3KM DURING CONSTRUCTION					
<div> National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA</div>					
NG INVESTMENT No.		APPLICATION No.		GIS	
20897		EN020001		A3	
FIGURE No.		DRAWING No.		SCALE	
7.29.12		G1979.2106.12F		1:40,000	
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Key

Long Distance Routes

- Negligible and No Change
- Minor Adverse
- Moderate Adverse

Main Intercity Railway Line

- Negligible and No Change
- Minor Adverse

Severn Beach Railway Line

- Negligible and No Change
- Minor Adverse

Long Distance Routes (PRoW)

- Negligible and No Change
- Minor Adverse
- Moderate Adverse

Published Footpaths

- National Cycle Routes
- Regional Route

Proposed Infrastructure

- Proposed Route for 400kV Overhead Line
- Alternative Route (Option B) for 400kV Overhead Line
- Proposed Route for 132kV Overhead Line
- Proposed Avonmouth 132kV Substation Work
- Proposed Portishead 132kV Substation Work Area
- Proposed 400/132kV Overhead Line Route LoD
- Proposed 132kV Underground Cable Route LoD
- 1km from the Limits of Deviation of the Proposed Development
- 1km from the Limits of Deviation of the Proposed Cable Sealing End Platform Pylon
- 3km Study Area from the Limits of Deviation of the Proposed Development

Existing Infrastructure

- Existing Western Power Distribution Overhead Line
- Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Substation

Section Boundary

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


Notes

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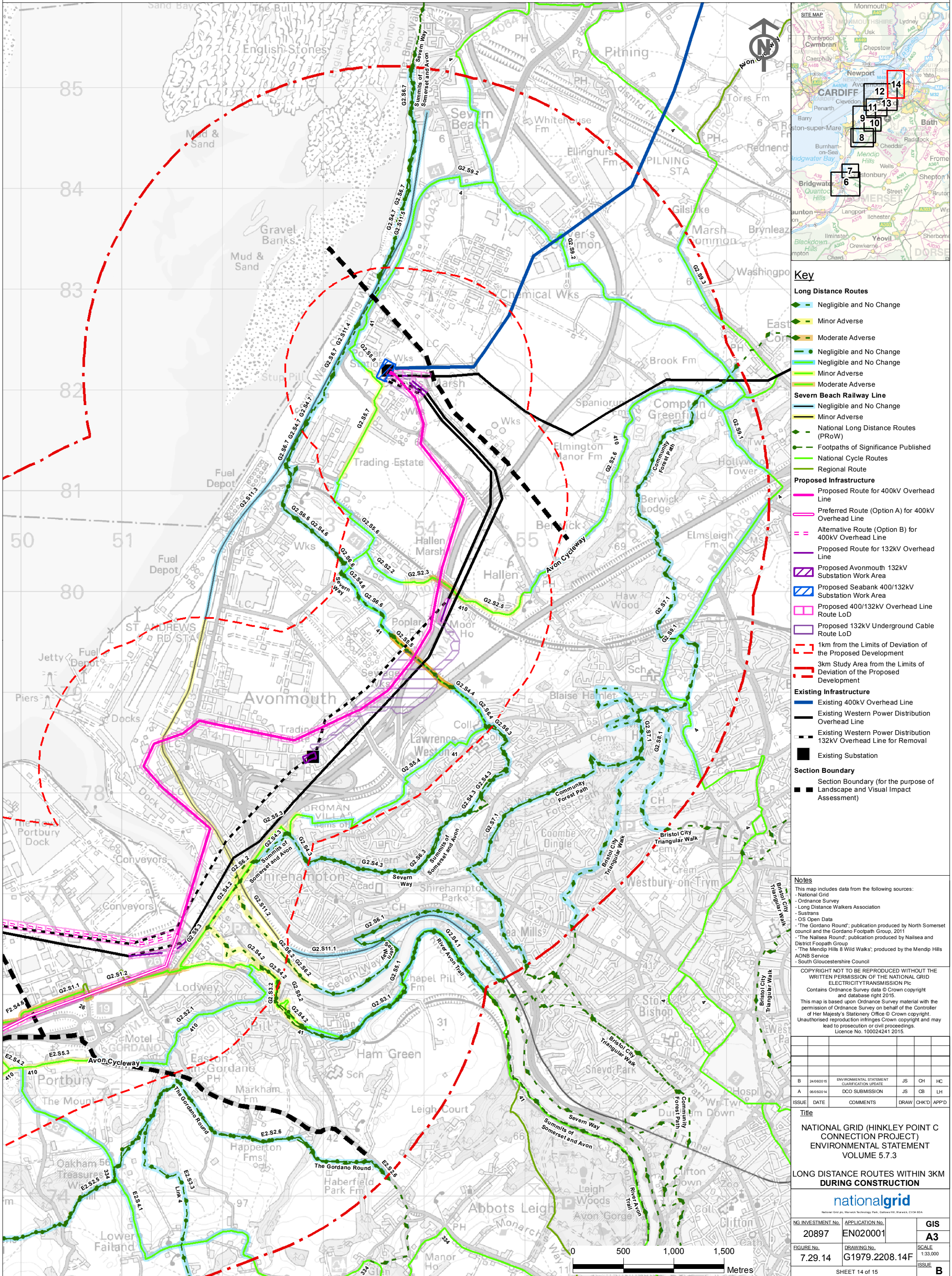
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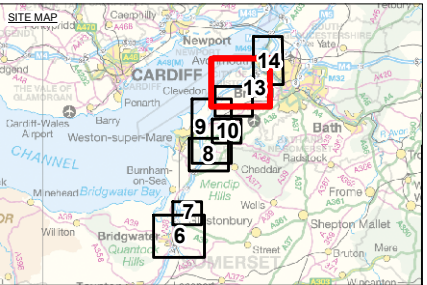
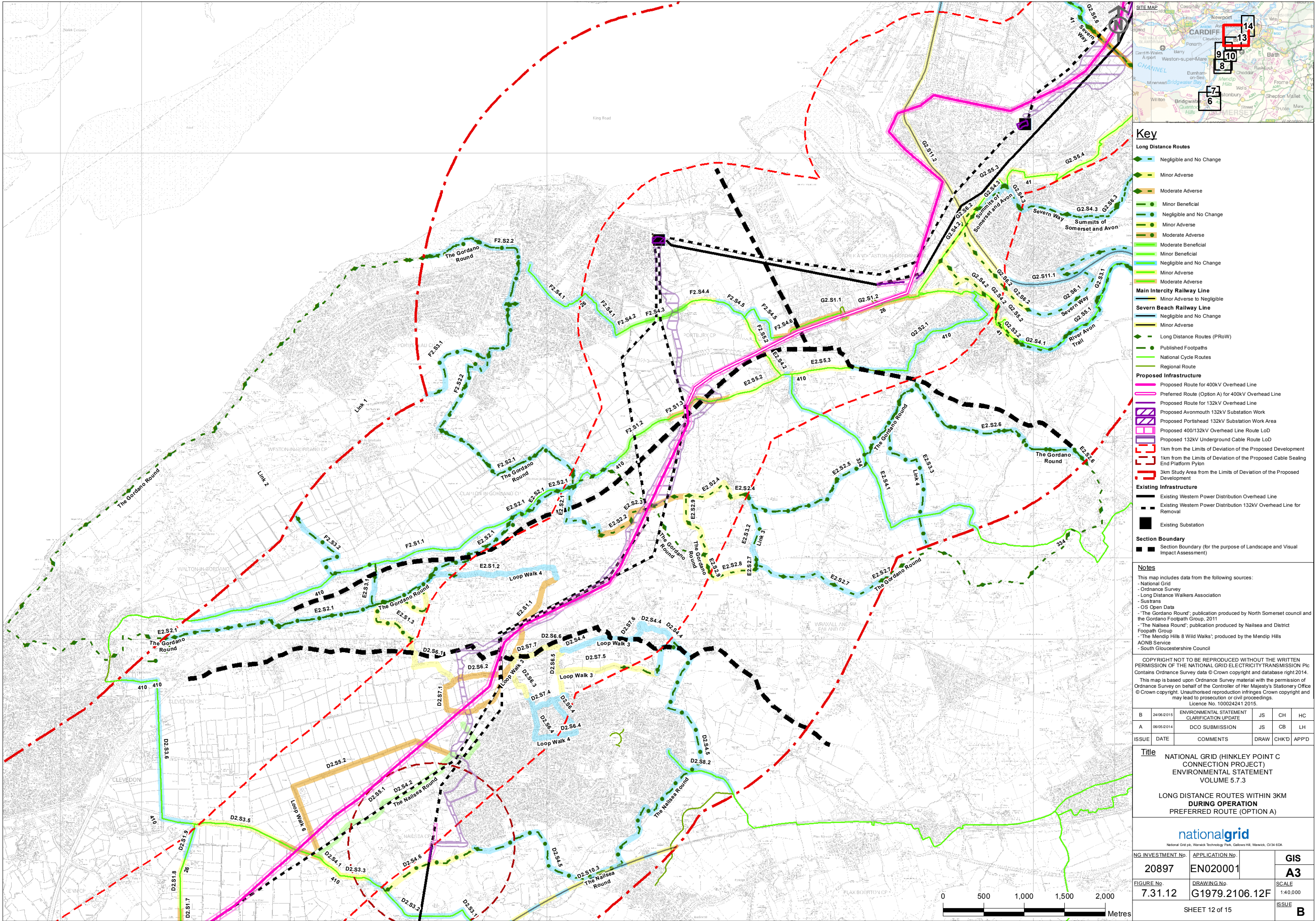
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LONG DISTANCE ROUTES WITHIN 3KM DURING CONSTRUCTION ALTERNATIVE ROUTE (OPTION B)					
<div> <small>National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA</small></div>					
NG INVESTMENT No.		APPLICATION No.		GIS	
20897		EN020001		A3	
FIGURE No.		DRAWING No.		SCALE	
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LONG DISTANCE ROUTES WITHIN 3KM DURING CONSTRUCTION





Key

Long Distance Routes

- Negligible and No Change
- Minor Adverse
- Moderate Adverse
- Minor Beneficial
- Negligible and No Change
- Minor Adverse
- Moderate Adverse
- Minor Beneficial
- Negligible and No Change
- Minor Adverse
- Moderate Adverse

Main Intercity Railway Line

- Minor Adverse to Negligible

Severn Beach Railway Line

- Negligible and No Change
- Minor Adverse

Long Distance Routes (PRoW)

- Published Footpaths
- National Cycle Routes
- Regional Route

Proposed Infrastructure

- Proposed Route for 400kV Overhead Line
- Preferred Route (Option A) for 400kV Overhead Line
- Proposed Route for 132kV Overhead Line
- Proposed Avonmouth 132kV Substation Work
- Proposed Portishead 132kV Substation Work Area
- Proposed 400/132kV Overhead Line Route LoD
- Proposed 132kV Underground Cable Route LoD
- 1km from the Limits of Deviation of the Proposed Development
- 3km Study Area from the Limits of Deviation of the Proposed Development

Existing Infrastructure

- Existing Western Power Distribution Overhead Line
- Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Substation

Section Boundary

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

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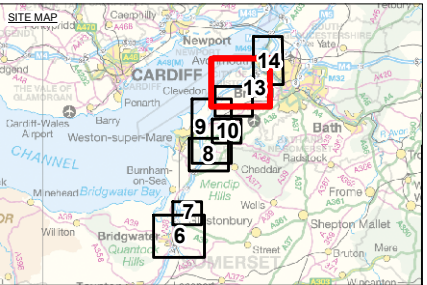
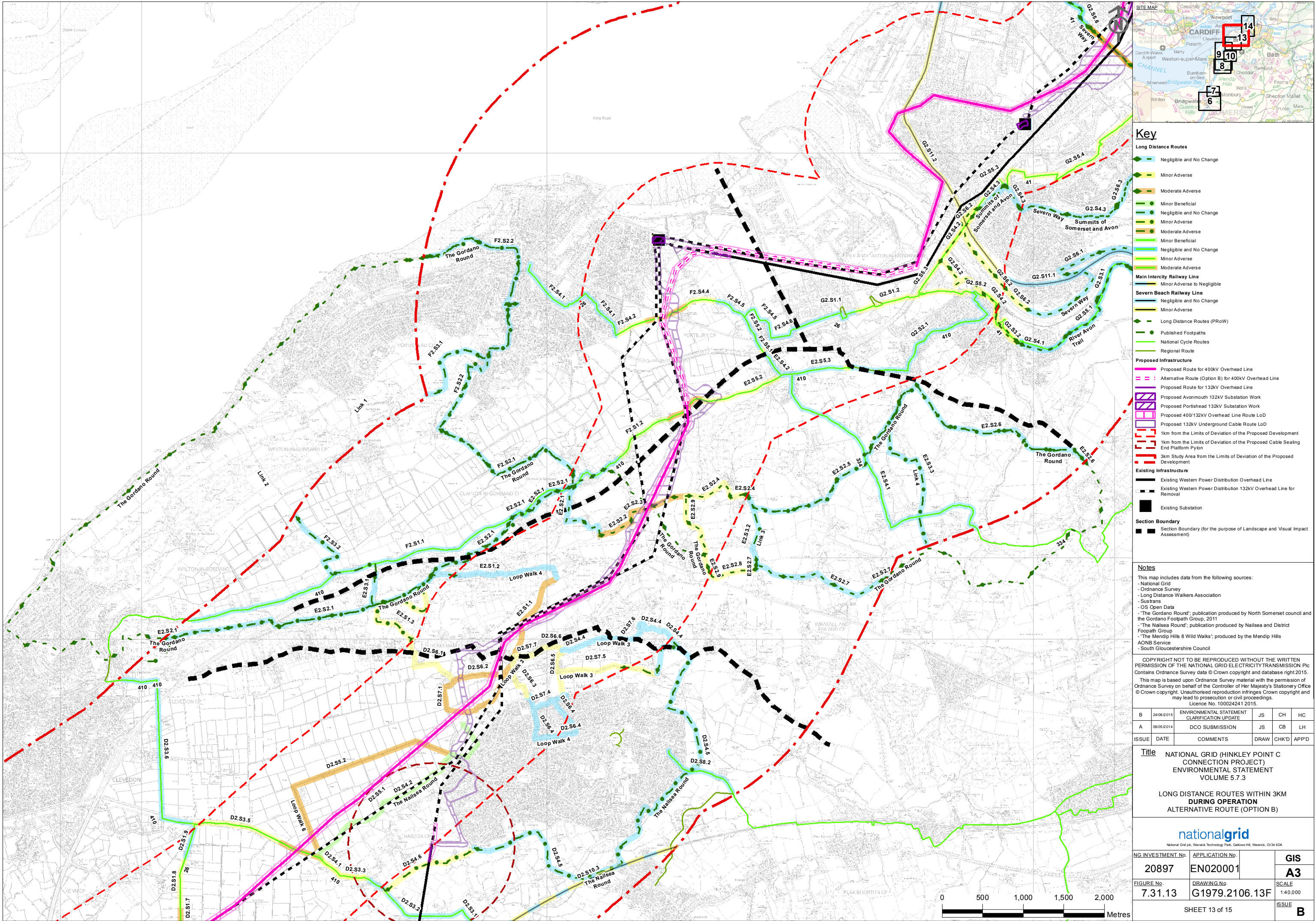
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NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
ENVIRONMENTAL STATEMENT
VOLUME 5.7.3

LONG DISTANCE ROUTES WITHIN 3KM
DURING OPERATION
PREFERRED ROUTE (OPTION A)

nationalgrid		National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA	
NG INVESTMENT No.	APPLICATION No.	GIS	
20897	EN020001	A3	
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Key

Long Distance Routes

- Negligible and No Change
- Minor Adverse
- Moderate Adverse
- Minor Beneficial
- Negligible and No Change
- Minor Adverse
- Moderate Adverse
- Minor Beneficial
- Negligible and No Change
- Minor Adverse
- Moderate Adverse

Main Intercity Railway Line

- Minor Adverse to Negligible

Severn Beach Railway Line

- Negligible and No Change
- Minor Adverse

Long Distance Routes (PRoW)

- Published Footpaths
- National Cycle Routes
- Regional Route

Proposed Infrastructure

- Proposed Route for 400kV Overhead Line
- Alternative Route (Option B) for 400kV Overhead Line
- Proposed Route for 132kV Overhead Line
- Proposed Avonmouth 132kV Substation Work
- Proposed Portishead 132kV Substation Work
- Proposed 400/132kV Overhead Line Route LoD
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- 1km from the Limits of Deviation of the Proposed Development
- 1km from the Limits of Deviation of the Proposed Cable Sealing End Platform Pylon
- 3km Study Area from the Limits of Deviation of the Proposed Development

Existing Infrastructure

- Existing Western Power Distribution Overhead Line
- Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Substation

Section Boundary

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

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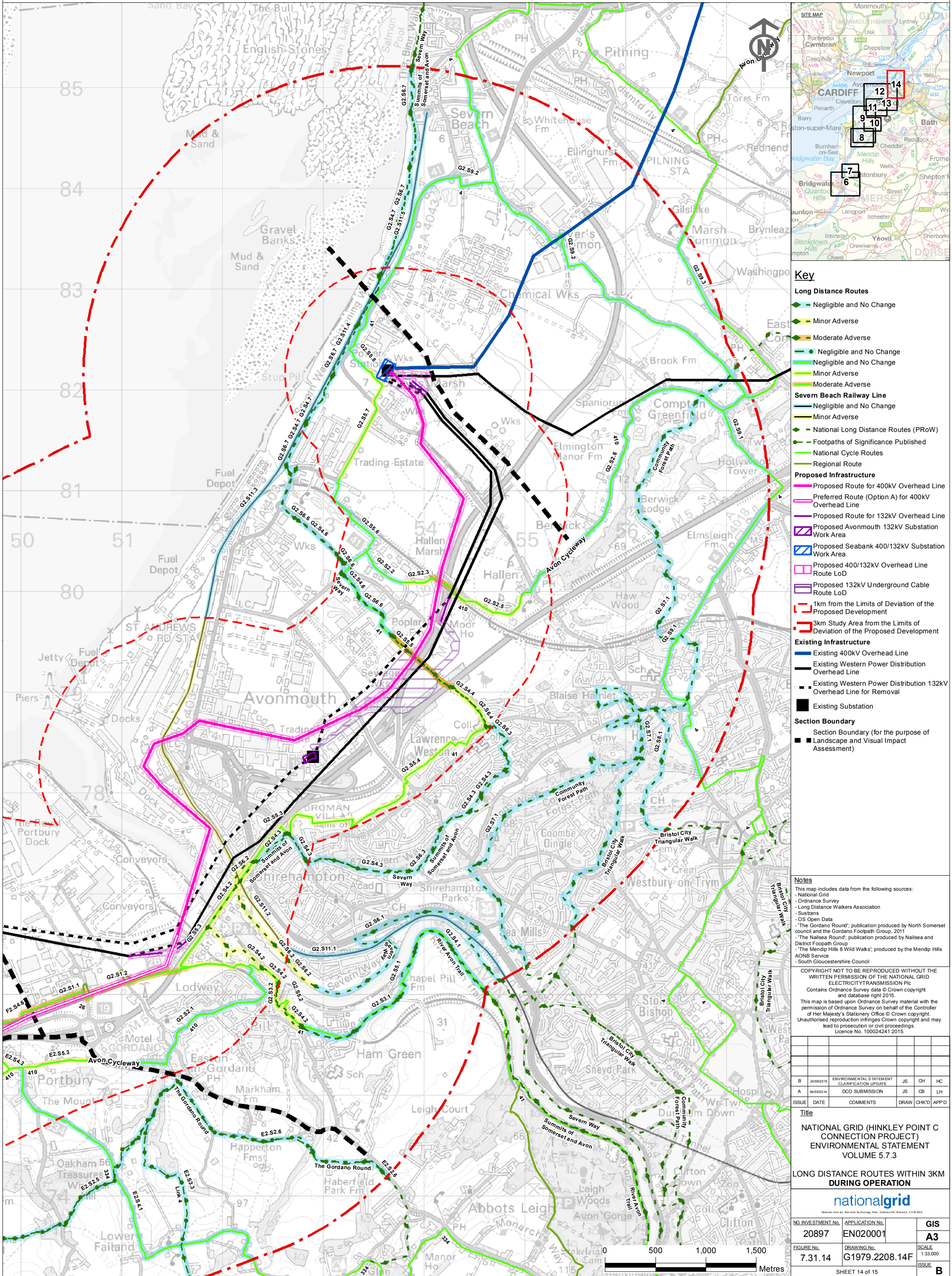
Title NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.7.3

LONG DISTANCE ROUTES WITHIN 3KM DURING OPERATION ALTERNATIVE ROUTE (OPTION B)

nationalgrid		National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA	
NG INVESTMENT No.	APPLICATION No.	GIS	
20897	EN020001	A3	
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LONG DISTANCE ROUTES WITHIN 3KM DURING OPERATION



Annex G – Visual Assessment, Photographs Sheets and
Significance of Effects during Operation Plan for Severn
Beach Railway Line

APPENDIX 7I: LONG DISTANCE ROUTES AND PUBLISHED ROUTES VISUAL ASSESSMENT TABLES

Severn Beach railway line between Sea Mills and Severn Beach (via Avonmouth) within 3km of the LoD for the Proposed Development

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
SECTION G													
G2.S11.1	Rail users	Severn Beach railway line, between Sea Mills station and Shirehampton station (approximately), between 1km and 3km from the LoD for the Proposed Development in Section G	Medium	Regional	Medium	1082m	<p>On the section of railway west of Sea Mills and close to the River Avon there are elevated views looking south and down over the meandering and tidal section of river, with farmland on higher ground beyond. The view on this short section of the route is largely devoid of urban elements, although the upper part of the two taller pylons on the G Route river crossing are visible above intervening farmland and trees to the west. Views are open in part but generally filtered further west by vegetation on the railway embankment. Views to the north are obscured by intervening vegetation and topography.</p> <p>Further west on this section of the route, the railway line enters the residential area of Shirehampton on the northern bank of the River Avon and intervening buildings and vegetation obscure any views beyond the settlement.</p>	<p>During construction: Negligible In the short-term from the section of railway adjacent to the River Avon it is likely that there would be some glimpsed and distant views to the west of at-height working to remove the G Route and install the proposed 400kV overhead line at the Avon river crossing. There would be no views of construction work where the railway line runs through Shirehampton. Overall views of construction would occupy a very small proportion of the view in the short-term and the magnitude of effect would be negligible.</p> <p>On completion: Negligible In the medium-term from the section of railway adjacent to the River Avon it is likely that there would be some glimpsed and distant views to the west of the upper part of the proposed 400kV overhead line at the Avon river crossing above intervening farmland and trees. The proposed 400kV overhead line would replace distant and fleeting views of the two G-Route pylons on the Avon crossing, although the new pylons would be shorter in the view. On completion and in the medium-term the proposed 400kV overhead line would occupy a very small proportion of the view and the magnitude of effect would be negligible.</p> <p>After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.</p>	Negligible	Negligible	Negligible	N/A	N/A
G2.S11.2	Rail users	Severn Beach railway line, between Shirehampton station and St Andrews Road station (approximately), within 1km from the LoD for the Proposed Development in Section G	Medium	Regional	Medium	0m	<p>Travelling northwest from Shirehampton railway station towards the M5 Avon bridge crossing there are some brief views from higher ground in Shirehampton looking across to built development in Pill on the south side of the River Avon but generally views to the south and west are heavily filtered by intervening trackside vegetation. On the section of railway line close to and passing under the M5 Avon bridge crossing there are open and fleeting views of the G Route and BW Route pylons adjacent to the River Avon. From the railway line further northwest the upper part of the taller river crossing pylons continue to be visible, seen above intervening industrial warehouse units and trackside vegetation. Between the M5 crossing and Avonmouth train station intervening vegetation along the railway line partly filters and obscures views of industrial buildings and the docks beyond, but there are glimpsed open views in places.</p> <p>Views from Avonmouth railway station comprise distant and channelled views towards the M5 road bridge and the upper part of the taller pylons on the G Route and BW Route passing over the river to the southwest. Views to the west include the tall grain store building, conveyor belt and rooflines of other industrial buildings beyond intervening scrub and young trees. Views to the northwest, north and northeast comprise views of the hotel and houses on Gloucester Road and Richmond Terrace.</p> <p>Between Avonmouth railway station and St Andrews Road railway station there are open views of urban development to either side of the railway line. Fleeting views include industrial warehouse units, including a tall grain store and dockland development including cranes, wind turbines, fenced storage areas and the conveyor belt. The conveyor belt runs parallel to the railway line for the majority of this section of the route at varying heights. Close to Avonmouth railway station there are nearer views of the residential area and close to St Andrews Road railway station views also comprise railway sidings and railway gantries in the foreground. Intervening scrub and trees filter or obscure views in places.</p>	<p>During construction: Low adverse In the short-term northwards from the M5 Avon bridge crossing there would be glimpsed views of G Route removal works and of at-height works to construct the proposed 400kV overhead line above intervening railside vegetation (not affected) and buildings. There would be glimpsed open views of ground-level working areas including scaffolding from the short section of the railway line north of the M5 Avon bridge crossing, where vegetation adjacent to the railway line would be cleared (as a result of the Proposed Development). Further northwest, between the Germinal Seeds warehouse and Avonmouth railway station, vegetation removal due to works on the proposed storage facility site (as part of planning application 11/02773/F), and as a result of the Proposed Development would allow some filtered glimpsed views of ground-level construction works, as well as some glimpsed open views of at-height working above.</p> <p>There would be glimpsed open views of ground-level working areas from the short section of railway line where the proposed 400kV overhead line passes over the train route. Overall given the fleeting nature of views and closer views of existing urban development including industrial buildings, the construction of the proposed 400kV overhead line would affect a low proportion of the view in the short-term. The magnitude of effect would be low adverse.</p> <p>On completion: Low adverse In the medium-term, users of this railway line north of the M5 Avon bridge crossing would generally have glimpsed views of the upper part of proposed 400kV lattice steel pylons and conductors above intervening houses and industrial units, where views are not obscured or filtered by intervening vegetation in the foreground. The proposed 400kV pylons would appear amongst existing vertical urban elements in the view.</p> <p>The proposed 400kV pylon north of the River Avon and near the M5 Avon bridge, would be visible in near, open but fleeting views where vegetation would be cleared adjacent to the railway line and would replace near views of the upper part of the G Route passing over the railway line. Further northwest, between the Germinal Seeds warehouse and Avonmouth railway station, vegetation removal due to works on the proposed storage facility site (planning application 11/02773/F) and as a result of the Proposed Development would result in some reduced filtering and screening by trees of views to the west of the proposed 400kV overhead line.</p> <p>At the point where the proposed 400kV overhead line passes over the railway line there would be near and fleeting views of the proposed 400kV pylon to the immediate west of the railway line viewed through a red palisade fence and there would be near, open and fleeting views of the proposed 400kV overhead line looking east towards St Andrews Road and viewed above intervening rail side vegetation and built form, with other vertical elements of a similar height in the view.</p> <p>On completion and in the medium-term, the overall magnitude of effect would be low adverse in fleeting, urban views from the railway.</p> <p>After 15 years: Low adverse In the long-term views of the Proposed Development would be the same as on completion. Visibility of the proposed 400kV overhead line would reduce in some fleeting views from the section of railway line between the Germinal Seeds warehouse and Avonmouth railway station, due to trees included as part of the landscape and ecological mitigation scheme proposed within the storage facility site maturing overtime and providing additional filtering and screening in these views.</p>	Minor adverse	Minor adverse	Minor adverse	G2.S11a G2.S11b G2.S11c	N/A
G2.S11.3	Rail users	Severn Beach railway line, running north of St Andrews Road station, between 1km and 3km from the LoD for the Proposed Development in Section G	Medium	Regional	Medium	1028m	<p>Existing views to the northwest and southeast from the railway line are of industrial warehouse units, rail side fencing and storage areas, partly filtered or intermittently screened by rail side vegetation and with occasional glimpsed views of wind turbines above.</p>	<p>During construction: Negligible In the short-term, at-height works to construct the proposed 400kV overhead line supported with the steel lattice pylon would be distant and largely obscured by intervening buildings and vegetation. There would be an occasional glimpse of works to construct the upper part of the pylons in fleeting views. In the short-term a very low proportion of the view would be affected and the magnitude of effect would be negligible.</p> <p>On completion: Negligible On completion and in the medium-term, the proposed 400kV overhead line would be distant and largely obscured in views eastwards from this section of the railway line. There would be an occasional glimpse of the upper part of the proposed 400kV steel lattice pylons in fleeting views. In the medium-term the magnitude of effect would be negligible.</p> <p>After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.</p>	Negligible	Negligible	Negligible	N/A	N/A
G2.S11.4	Rail users	Severn Beach railway line, west of Seabank Power Station, within 1km from the LoD for the Proposed Development in Section G	Medium	Regional	Medium	540m	<p>From this part of the railway line there are open and expansive views to the west across the Severn Estuary towards South Wales and including the M4 bridge crossing. Views to the east are largely obscured or filtered by intervening rail side vegetation, and scrub and trees beyond. There are some near and open views of wind turbines and glimpsed distant views of 132kV pylons on the G Route and BW Route between and above intervening vegetation. Closer to Seabank Substation there are glimpsed open fleeting views of the upper part of 400kV and 132kV pylons on the 2VL Route, DA Route, G Route and BW Route. The substation is obscured by intervening vegetation but the upper part of Seabank Power Station is clearly visible above.</p>	<p>During construction: Negligible In the short-term, views of at-height works and the re-configuration of the 132kV DA Route, G Route and BW Route overhead lines close to Seabank Substation would generally be obscured by intervening vegetation, allowing only occasional glimpsed views. Views of construction work to extend the substation would be obscured by intervening vegetation. There would be some brief open views of at-height works from a very short section of the railway line close to and immediately to the west of Seabank Substation. From this section of railway line there would continue to be some near views to the east of wind turbines and views of the upper part of Seabank Power Station and the principal views from the train are the expansive views of the Severn Estuary to the west.</p> <p>In the short-term a very low proportion of the view would be affected and overall the magnitude of effect would be negligible.</p> <p>On completion: Negligible In the medium-term and in general, views of the proposed 400kV overhead line to the east would be largely obscured by intervening vegetation allowing only an occasional distant and glimpsed view of the upper part of the proposed 400kV overhead line supported with the steel lattice pylon, above vegetation and partly backgrounded by high ground beyond, including Spaniourum Hill, and with the shorter 132kV G Route and BW Route visible beyond.</p> <p>In the medium-term Seabank Substation would continue to be obscured from view by vegetation. From a very short section of the railway line close to and immediately to the west of Seabank Substation there would be some glimpsed open views of the proposed 400kV overhead line alongside the 2VL Route and DA Route, with the G Route and BW Route beyond; however views would not be dissimilar to existing fleeting views of overhead lines at this point. There would continue to be some near views to the east of wind turbines and views of the upper part of Seabank Power Station. The principal views from the train would remain as being the expansive views of the Severn Estuary to the west. In the medium-term a very low proportion of the view would be affected and the magnitude of effect would be negligible.</p> <p>After 15 years: Negligible In the long-term views of the Proposed Development would be the same as on completion.</p>	Negligible	Negligible	Negligible	N/A	N/A

APPENDIX 7I: LONG DISTANCE ROUTES AND PUBLISHED ROUTES VISUAL ASSESSMENT TABLES

Severn Beach railway line between Sea Mills and Severn Beach (via Avonmouth) within 3km of the LoD for the Proposed Development

The sensitivity of visual receptors to the Proposed Development depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors as follows:
Susceptibility to Change: High or Medium or Low **Value of View:** National or Regional and or Local **Receptor Sensitivity:** High or Medium or Low

The assessment of the magnitude of effect of the Proposed Development evaluates the visual effects identified in terms of the size or scale of the development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. The following range of judgements are used to determine the magnitude of effect, which can be adverse or beneficial:
Magnitude of Effect: High or Moderate or Low (adverse or beneficial) or Negligible

The assessment of the significance of visual effects of the Proposed Development is a judgement based on the sensitivity of the receptor and the magnitude of the effect. The following range of judgements are used to determine the significance of effect, which can be adverse or beneficial:
Significance of Effect: Major or Moderate or Minor (adverse or beneficial) or Negligible

Ref No	Receptor Type	Receptor	Receptor Sensitivity			Distance from receptor to the nearest part of the Proposed Development	Baseline View	Magnitude of Effect	Significance of Effect During construction (short-term)	Significance of Effect During Operation (short and medium-term)	Significance of Effect After 15 years (long-term)	Photograph of existing view	Verified photomontage of anticipated view
			Susceptibility to Change	Value of view	Receptor Sensitivity								
G2.S11.5	Rail users	Severn Beach railway line, running north to Severn Beach station, between 1km and 3km from the LoD for the Proposed Development in Section G	Medium	Regional	Medium	1032m	There are some open and expansive views to the west across the Severn Estuary toward South Wales and including the M4 road bridges, with intervening vegetation and landform screening this view in places. Views to the east are largely filtered or obscured by vegetation on the rail side and beyond, with occasional and glimpsed views of industrial development, the 400kV 2VL Route and a wind turbine above intervening vegetation. Close to Severn Beach railway station views east and west are obscured by buildings.	During construction: No change The distance of the viewer, vegetation, the intervening Seabank Power Station and fleeting nature of views, mean that in the short-term views of at-height works relating to the proposed 400kV overhead line and the re-configuration of the DA Route, G Route and BW Route overhead lines close to Seabank Substation would not be visible from this section of the railway line. On completion: No change In the medium-term, the proposed 400kV overhead line supported with the steel lattice pylon would not be visible from this section of the railway line. After 15 years: No change In the long-term the proposed 400kV overhead line would not be visible from this section of the railway line.	No change	No change	No change	N/A	N/A



Photograph G2.S11a: Existing view from the platform at Avonmouth Railway Station looking southeast along the railway line towards the M5 Avon river crossing in the distance with a single lattice steel pylon on the Avon crossing perceptible above intervening rail-side vegetation. The existing view includes houses on lower ground on Portview Road. The proposed 400kV overhead line on lattice steel pylons would replace distant views of the G Route and would appear above intervening rail-side vegetation passing in front of the Ford Grain Store in closer views.



Photograph G2.S11b: Existing view from the platform at Avonmouth Railway Station looking southwest to northwest towards the route of the proposed 400kV overhead line beyond intervening scrub and in front of industrial buildings. The route of the proposed 400kV overhead line would pass between the Royal Hotel on Gloucester Road (seen beyond the cycle store on the right hand side of the photo) and the tall industrial building beyond.



Photograph G2.S11c: Existing view from the platform at Avonmouth Railway Station looking northwest towards the route of the proposed 400kV overhead line which would appear above the existing railway station building and residential buildings on Gloucester Road and Richmond Terrace. The route of the proposed 400kV overhead line would cross the railway line in the distance to the northwest and would be visible above intervening vegetation and buildings.

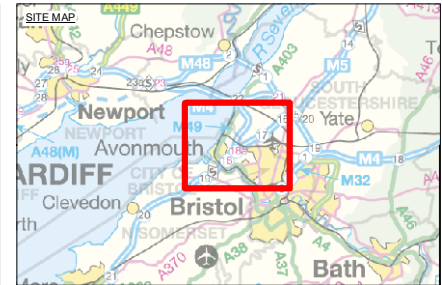
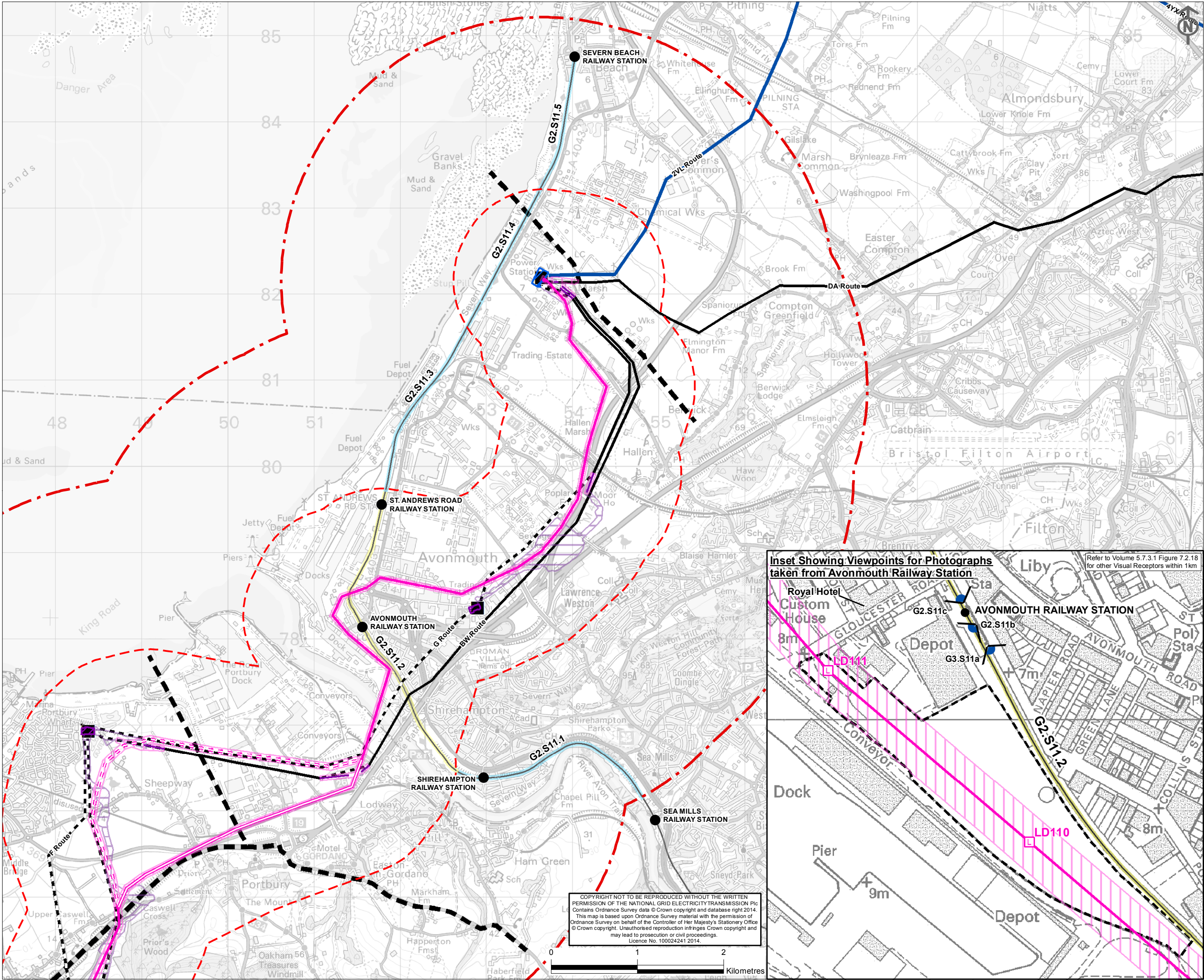
See Figure 7.13.16 inset showing photograph viewpoints

B	22/01/2015	FINAL DRAFT	PHM	LH	BC
A	27/10/2014	DRAFT	PHM	LH	BC
ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) STATEMENT OF COMMON GROUND

SECTION G: PHOTOGRAPHS OF EXISTING VIEWS FROM AVONMOUTH RAILWAY STATION WITHIN 1KM

nationalgrid <small>National Grid plc, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA</small>			IN A3	
NG INVESTMENT No. 20897	APPLICATION No. EN020001		IN1979.024.020	
DRAWING No. IN1979.024.020			SCALE N/A	
SHEET 1 OF 1			ISSUE B	



Key

Photograph Viewpoint Location (See Inset)

Severn Beach Railway Visual Effects

- Negligible and No Change
- Minor Adverse
- Beyond 3km
- Railway Station

Committed Developments (See Inset)

- Committed Developments: ID56 (Gloucester Road Storage Facility Site)

Proposed Infrastructure (Please refer to Volume 5.3.3 Figure 3.1 for the Proposed Development Plans)

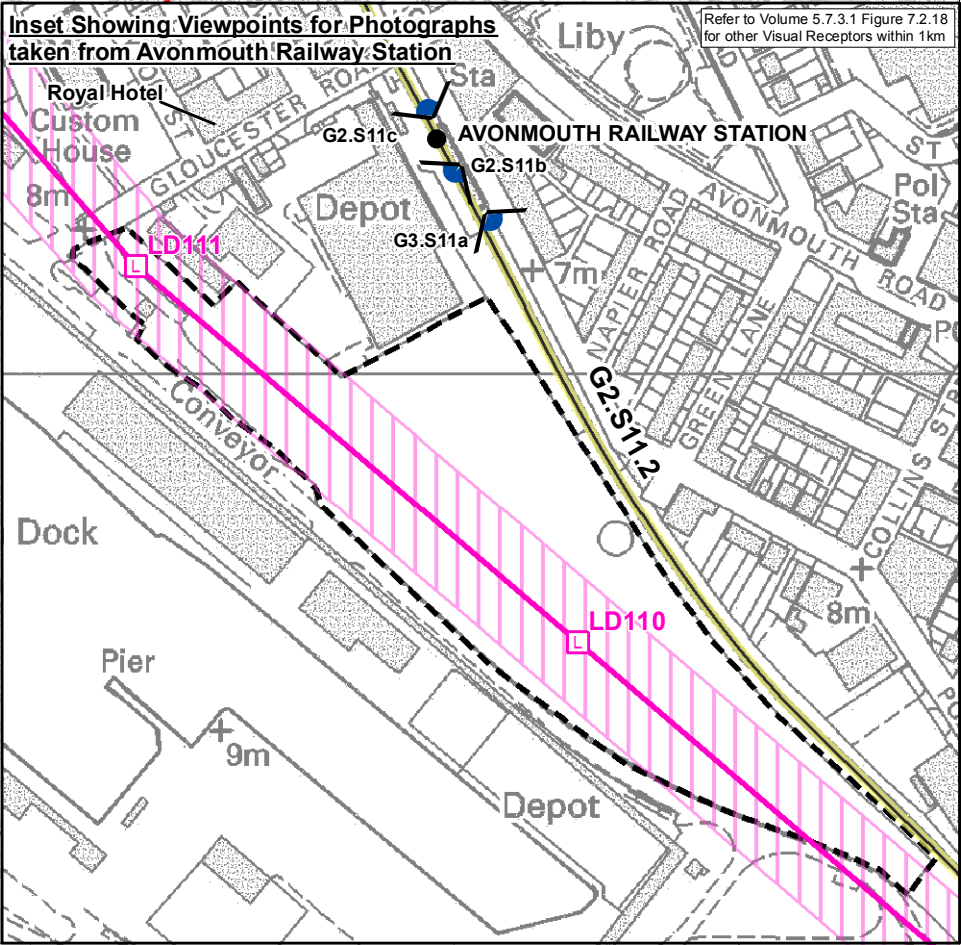
- Proposed Route for 400kV Overhead Line
- Preferred Route (Option A) for 400kV Overhead Line
- Alternative Route (Option B) for 400kV Overhead Line
- Proposed Route for 132kV Overhead Line
- Proposed 400/132kV Overhead Line Route LoD
- Proposed 132kV Underground Cable Route LoD
- 1km from the Limits of Deviation of the Proposed Development
- 3km Study Area from the Limits of Deviation of the Proposed Development

Existing Infrastructure

- Existing 400kV Overhead Line
- Existing Western Power Distribution Overhead Line
- Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Substation

Section Boundary

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



Notes

This map includes data from the following sources:

- National Grid
- Ordnance Survey
- OS Open Data

ISSUE	DATE	COMMENTS	DRAW	CHK'D	APP'D
C	28/01/2015	ISSUE TO JOINT COUNCILS	JS	LH	BC
B	22/01/2015	FINAL DRAFT	JS	LH	BC
A	27/10/2014	DRAFT	JS	LH	BC

Title

NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
STATEMENT OF COMMON GROUND

SEVERN BEACH RAILWAY LINE
LONG DISTANCE ROUTE WITHIN 3KM
SIGNIFICANCE OF EFFECT
DURING OPERATION

nationalgrid

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

NG INVESTMENT No.	APPLICATION No.	GIS
20897	EN020001	A3

FIGURE No.	DRAWING No.	SCALE
7.31.16	G1979.071.008.001	1:40,000

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SHEET 1 of 1