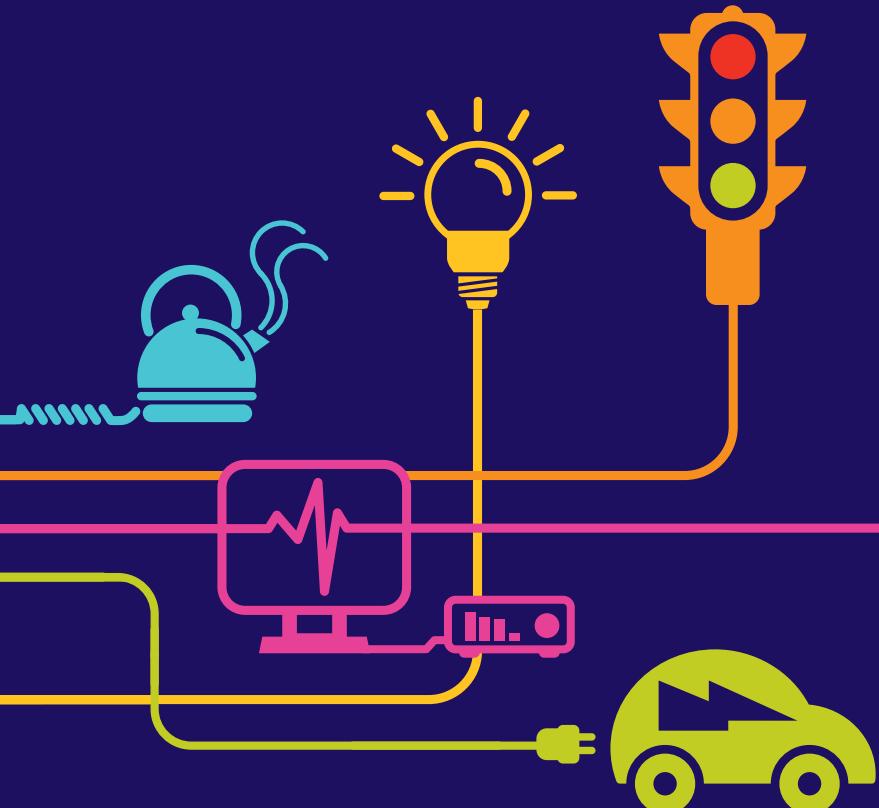


Environmental Statement Consolidated Errata and Changes Annexes - Part 1

Hinkley Point C Connection Project

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



Environmental Statement

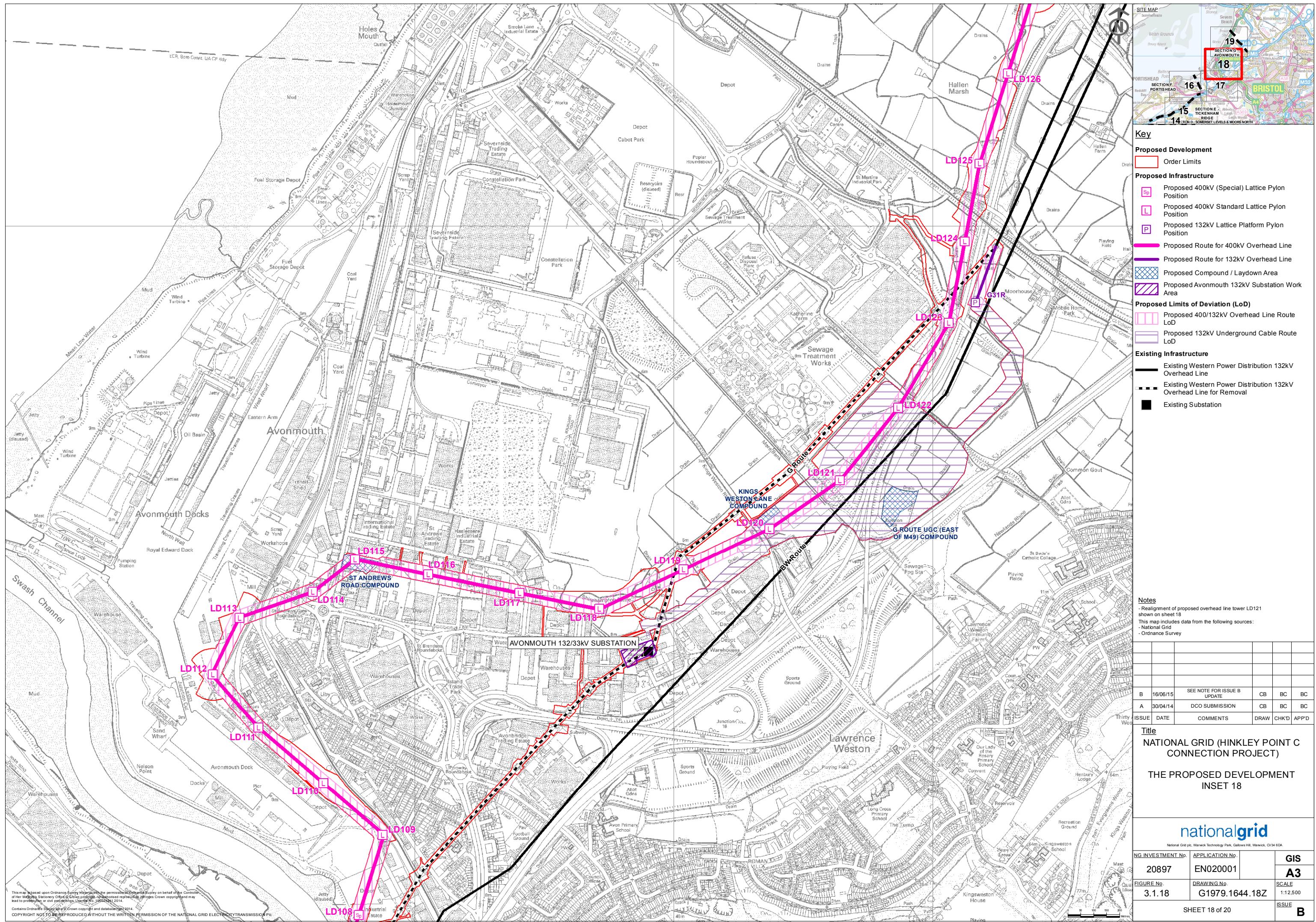
Hinkley Point C Connection Project

5.30B – ES Consolidated Errata and Changes

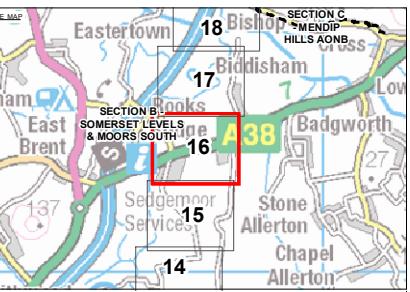
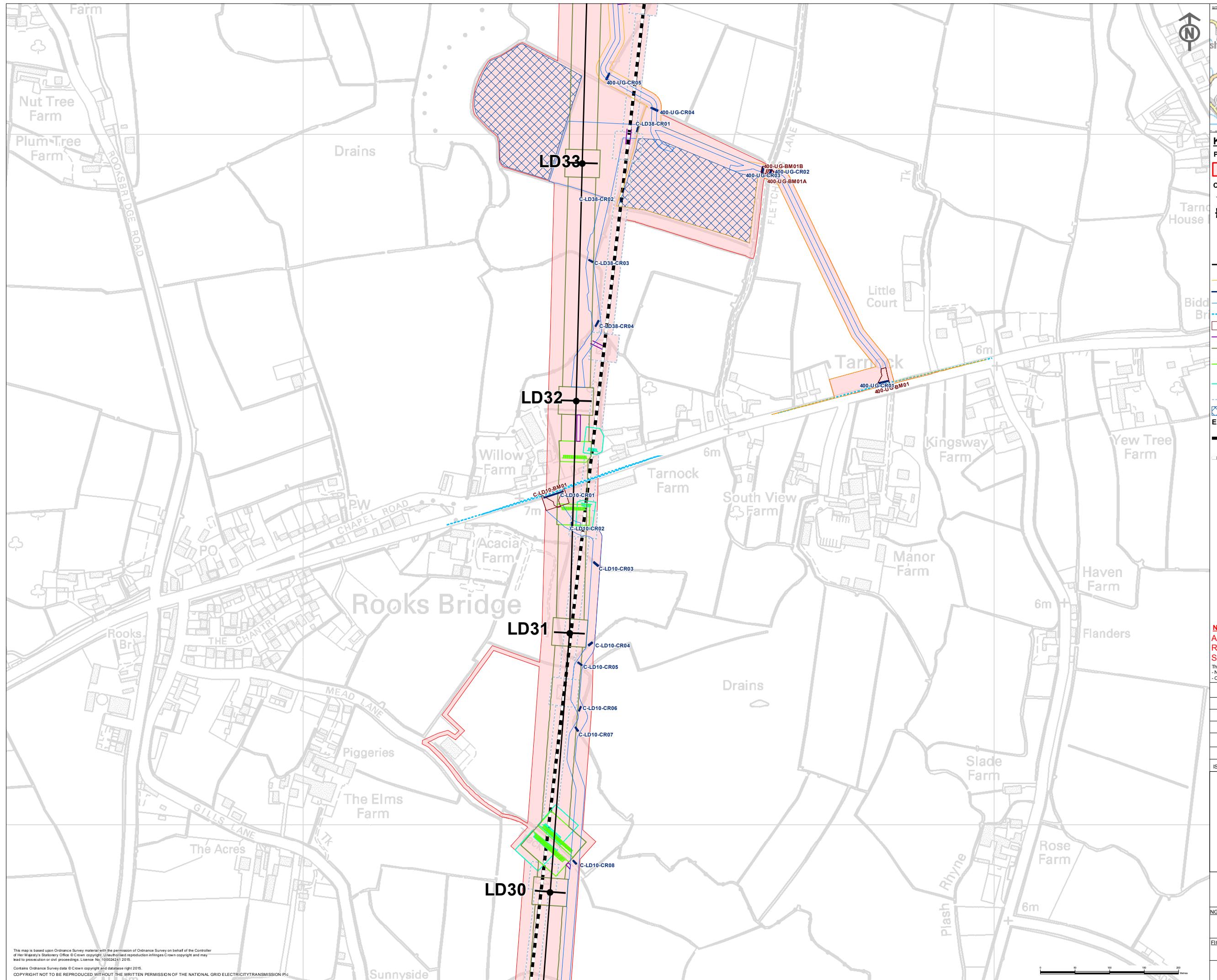
Document: Annexes (orange highlight indicates the contents of this Volume)

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



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:
- National Grid
- Ordnance Survey

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

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

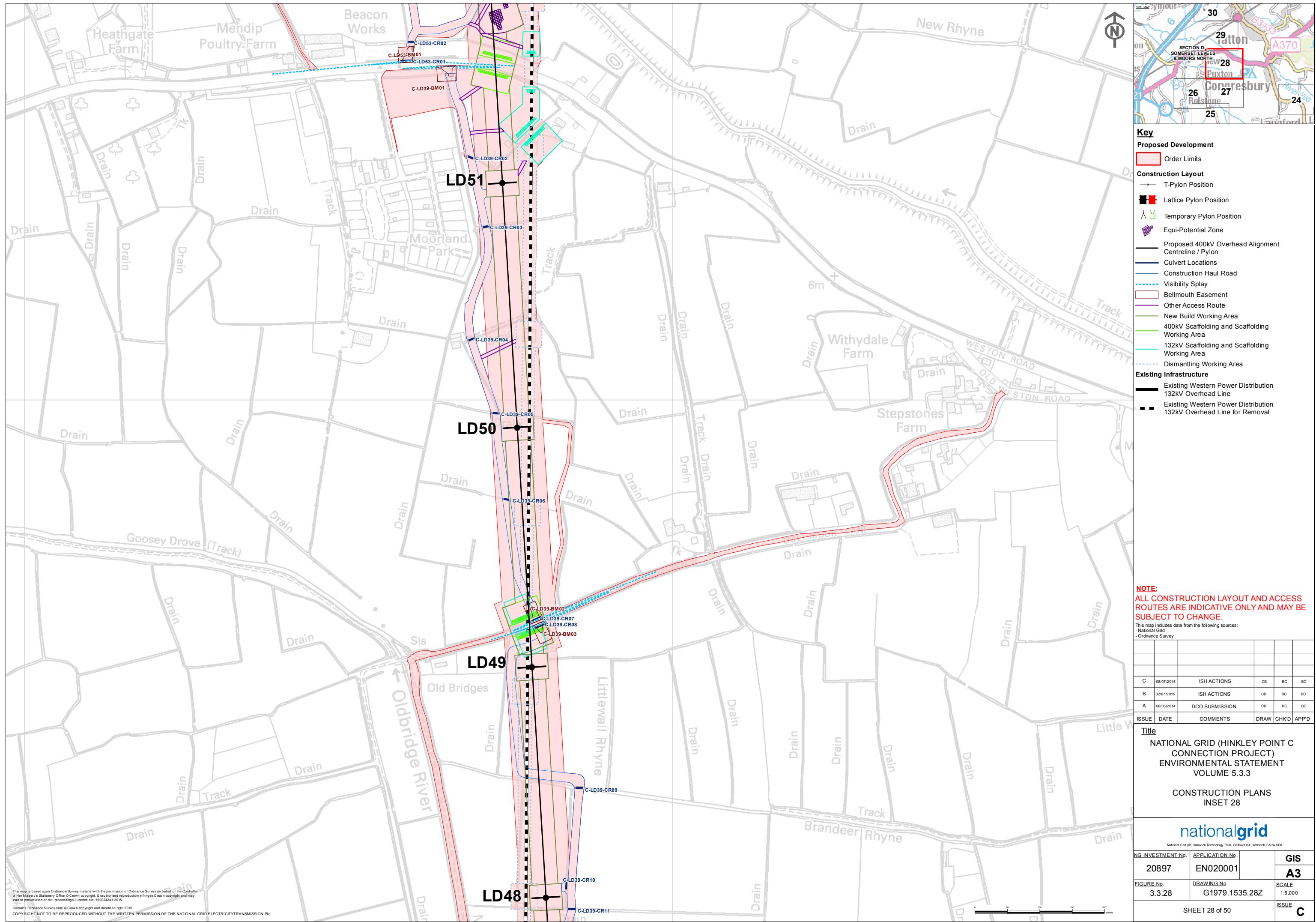
CONSTRUCTION PLANS INSET 16

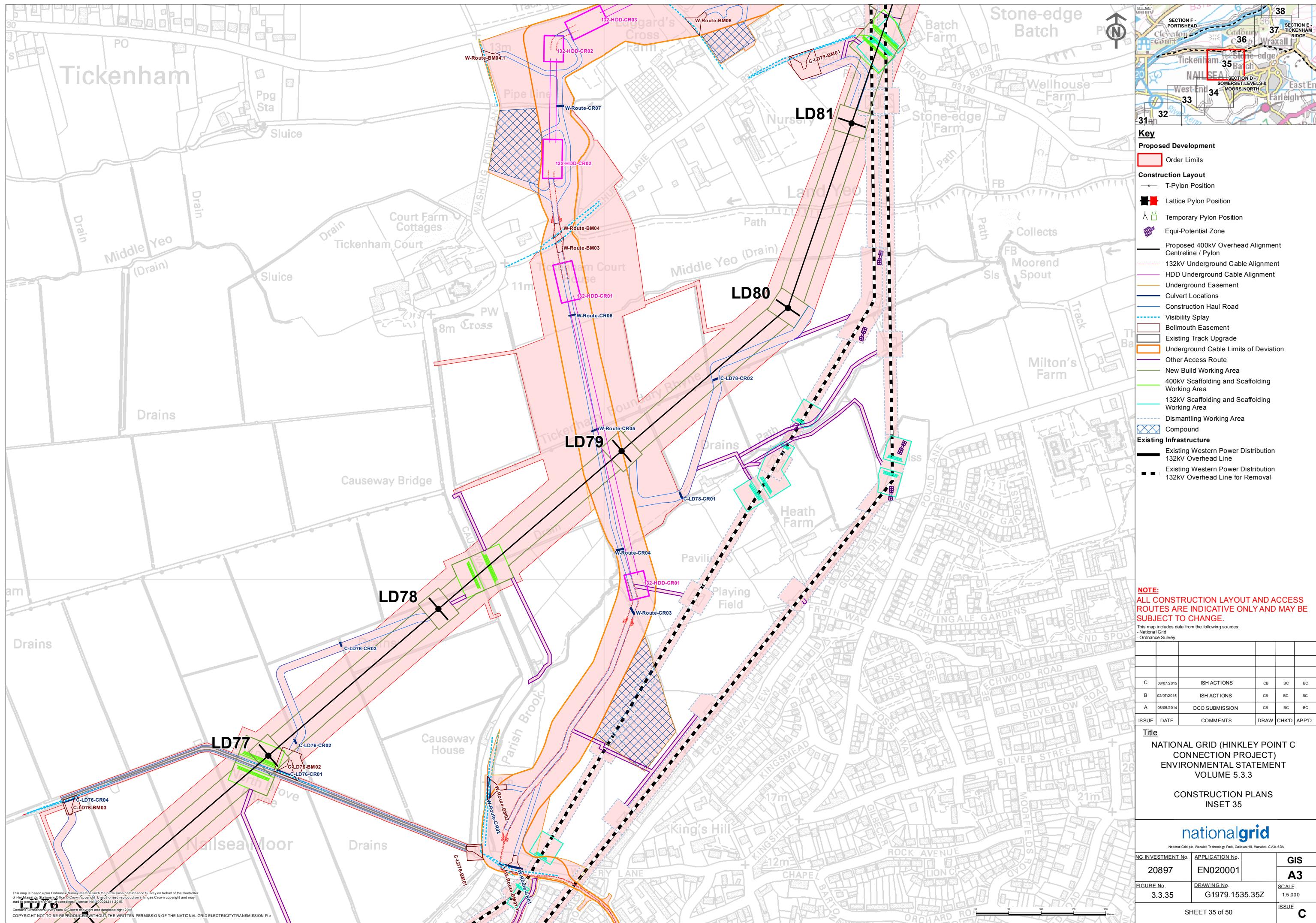
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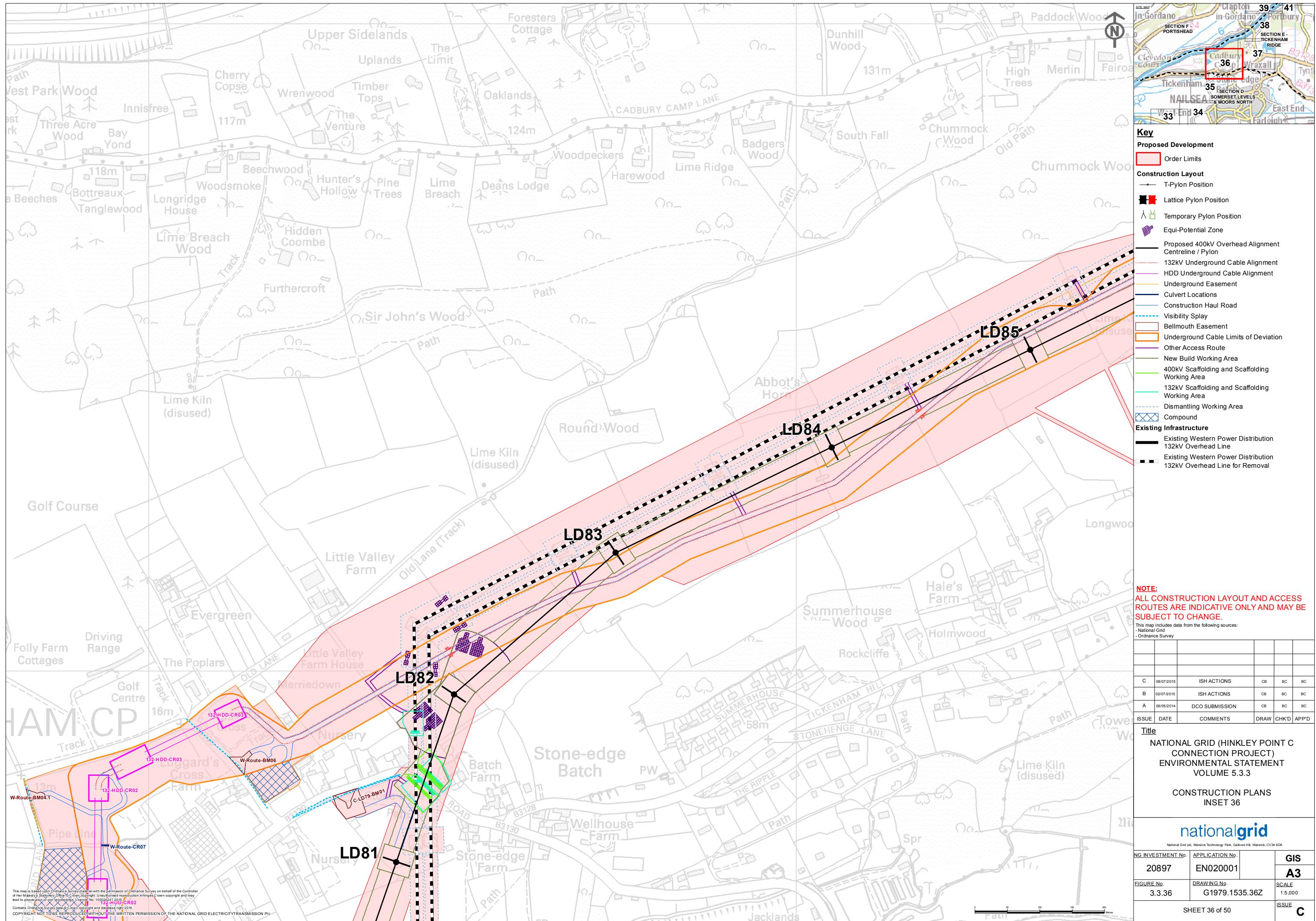
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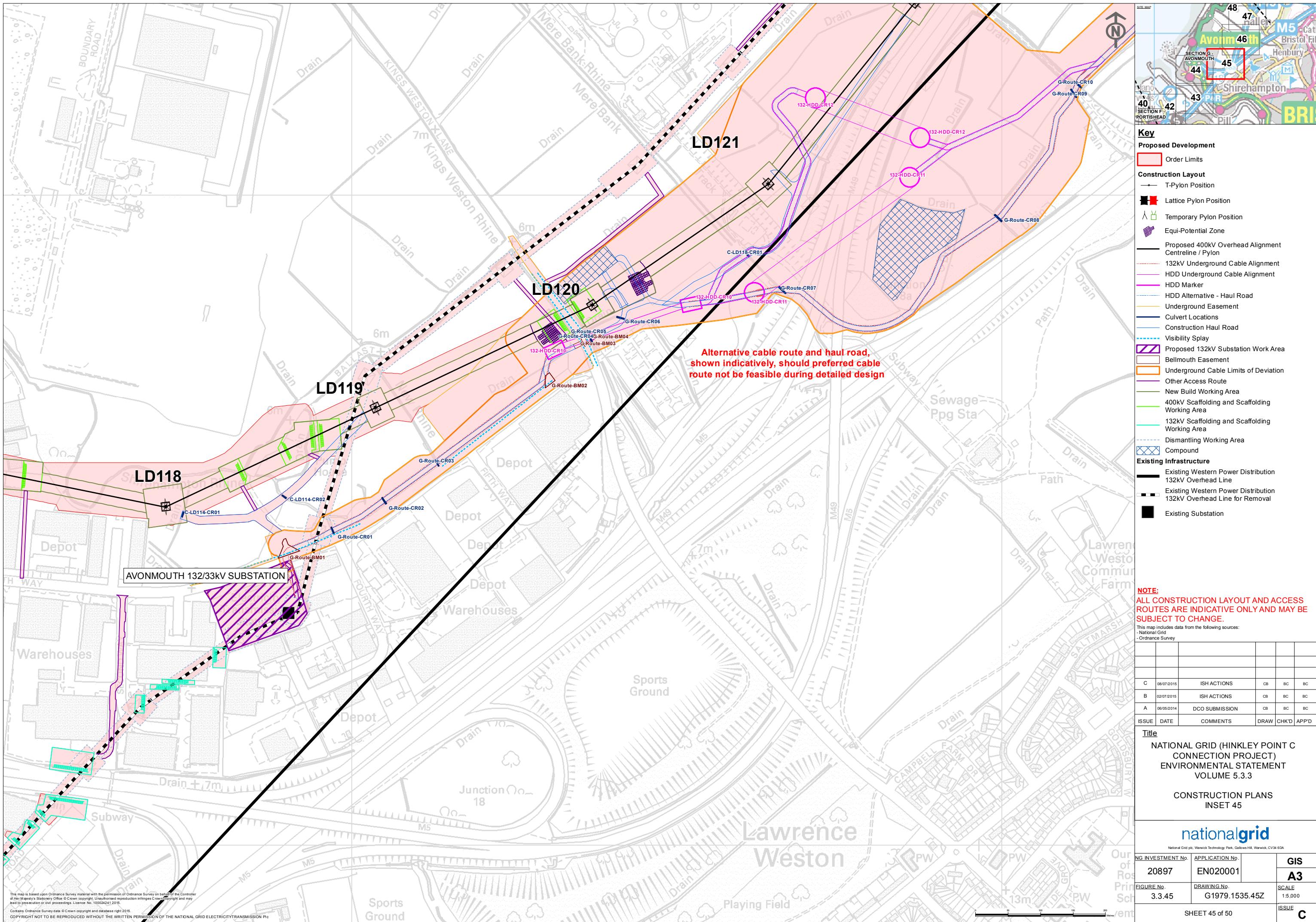
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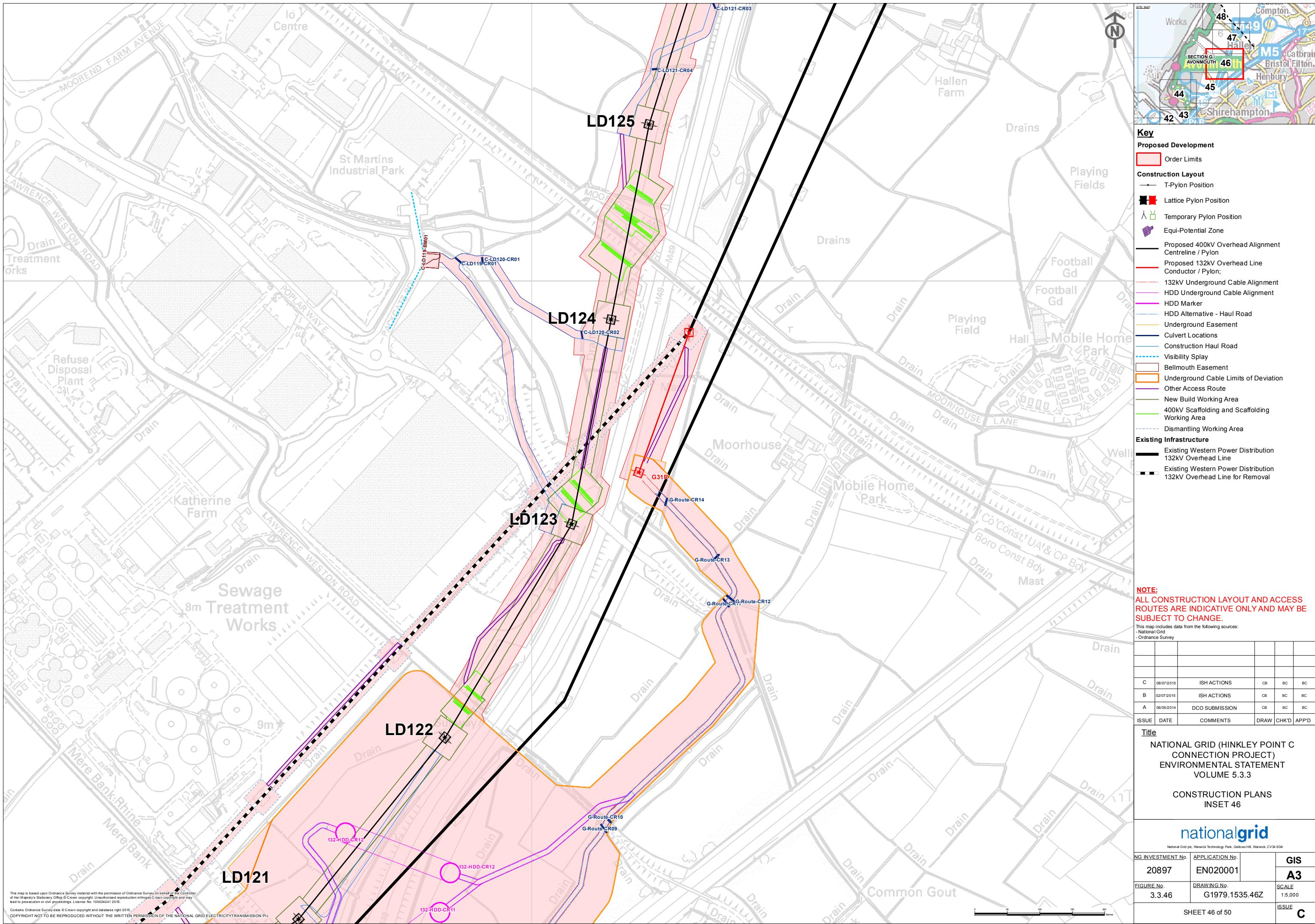
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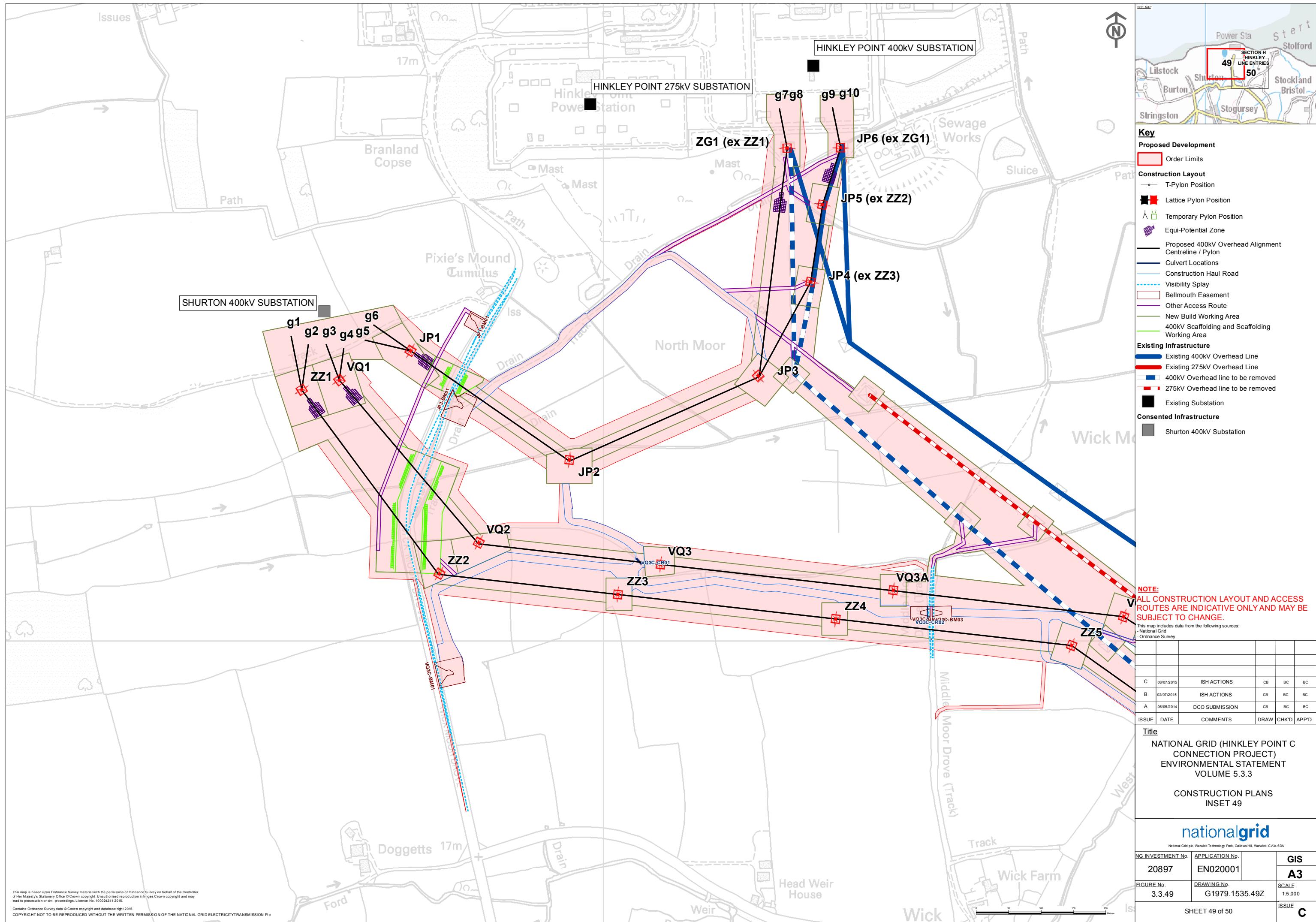


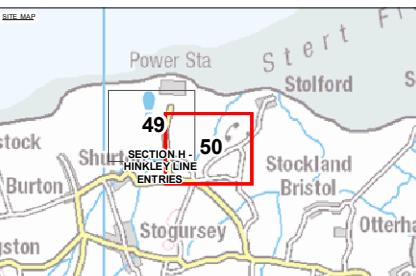
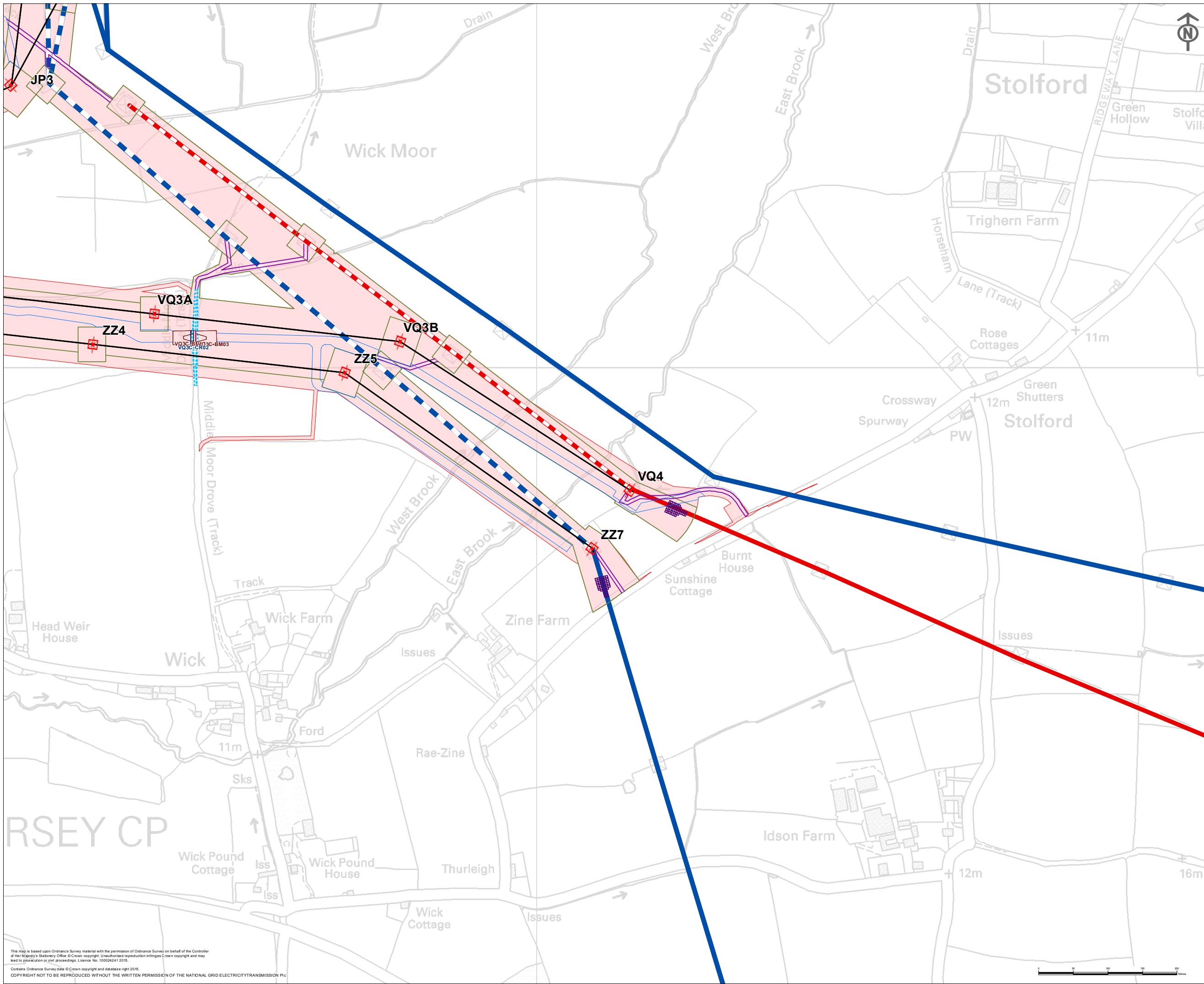












Key	
Proposed Development	
Order Limits	
Construction Layout	
T-Pylon Position	
Lattice Pylon Position	
Temporary Pylon Position	
Equi-Potential Zone	
Proposed 400kV Overhead Alignment	
Centreline / Pylon	
Culvert Locations	
Construction Haul Road	
Visibility Splay	
Bellmouth Easement	
Other Access Route	
New Build Working Area	
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	ISH ACTIONS	DCO SUBMISSION	COMMENTS	DRAW	CHK'D	APP'D
C	08/07/2015	ISH ACTIONS			CB	BC	BC
B	02/07/2015	ISH ACTIONS			CB	BC	BC
A	08/05/2014	DCO SUBMISSION			CB	BC	BC

Title
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT) ENVIRONMENTAL STATEMENT VOLUME 5.3.3
CONSTRUCTION PLANS INSET 50

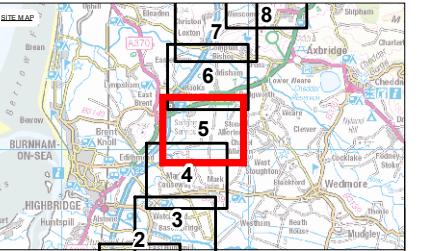
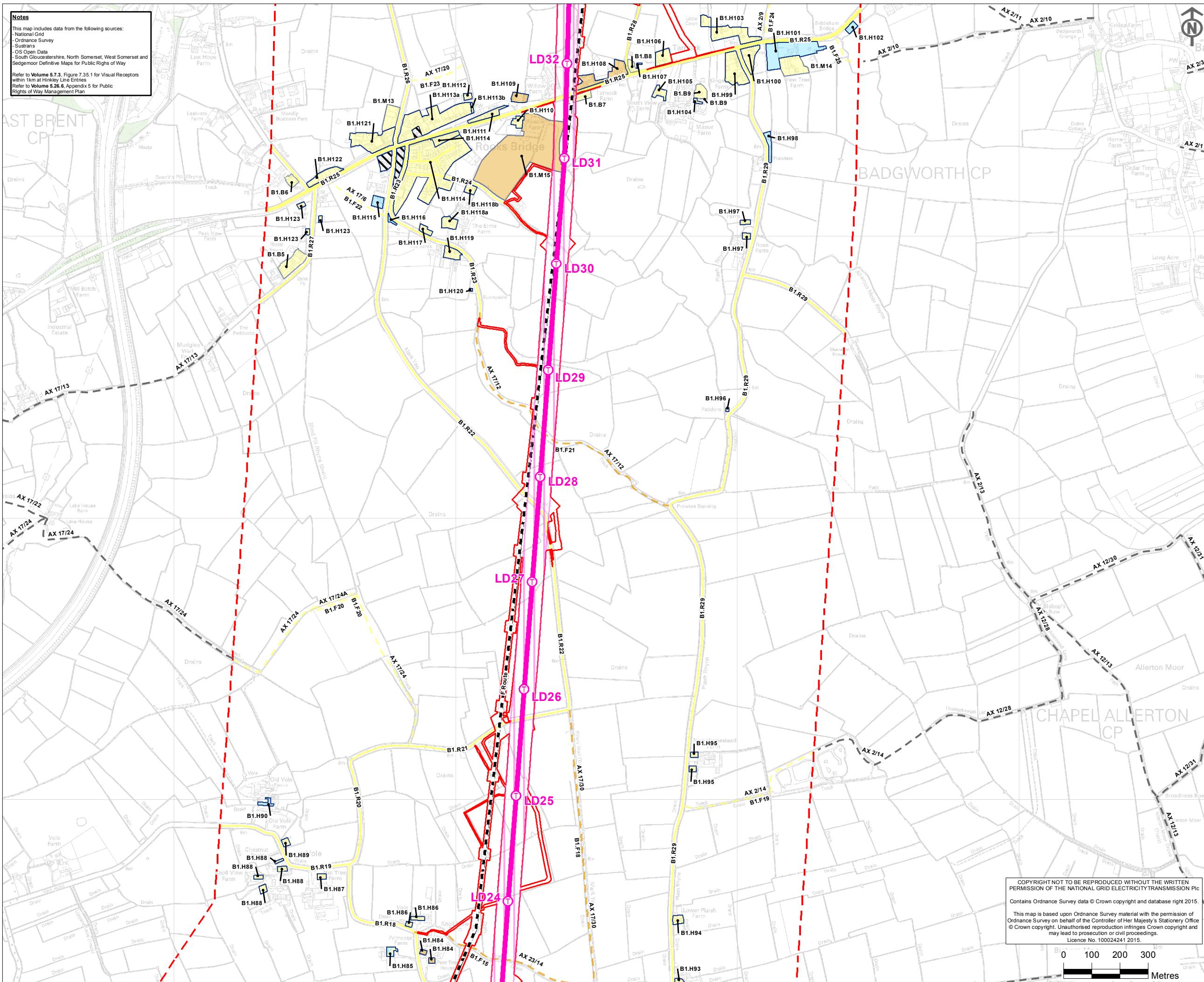
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SHEET 50 of 50

ISSUE
C

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

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 of 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

- 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 5.1.1, Table 7.17 for details of Committed Developments)

Proposed Infrastructure

- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400/132kV Overhead Line 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

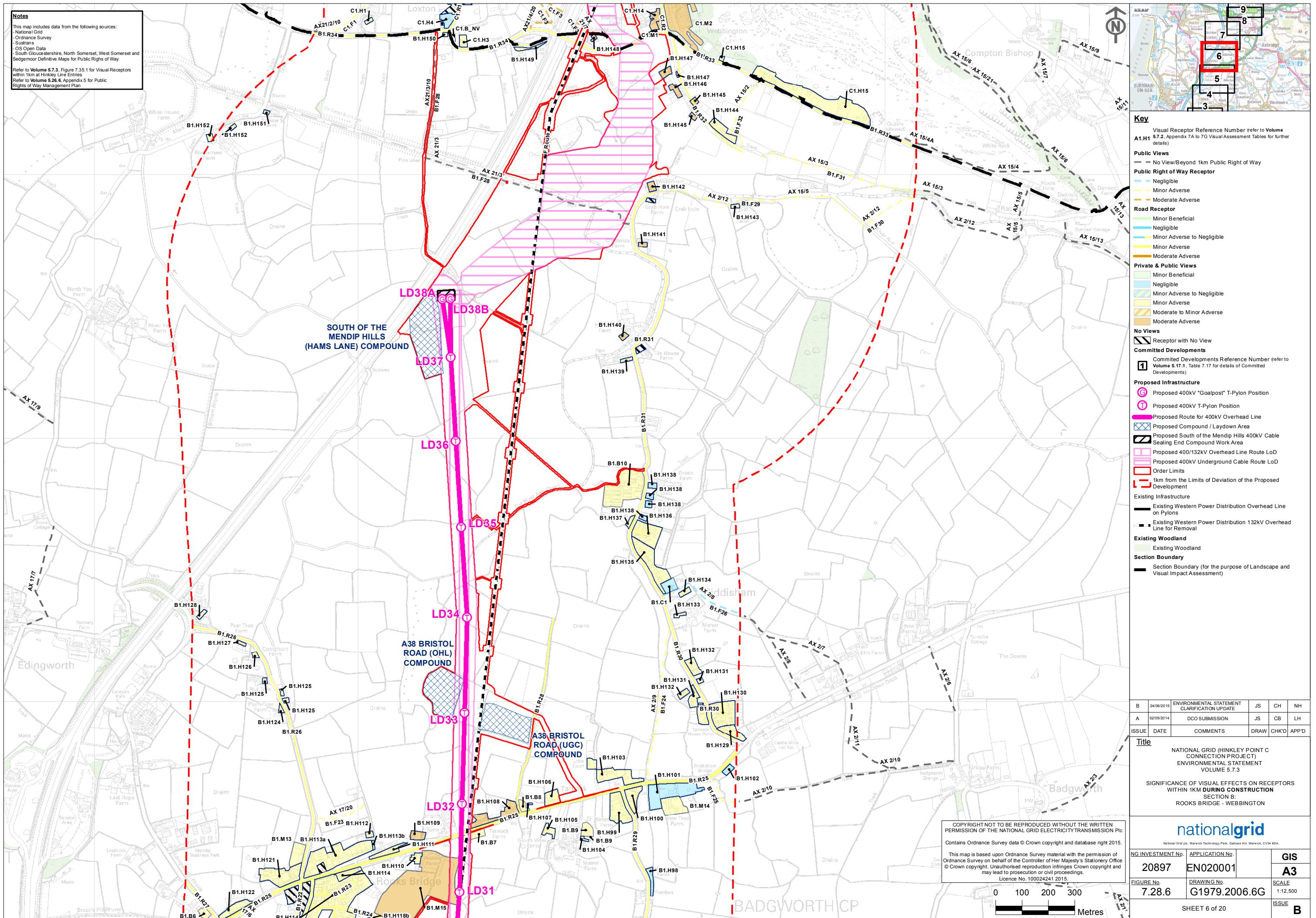
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ISSUE DATE		COMMENTS	DRAW	CHKD	APP'D

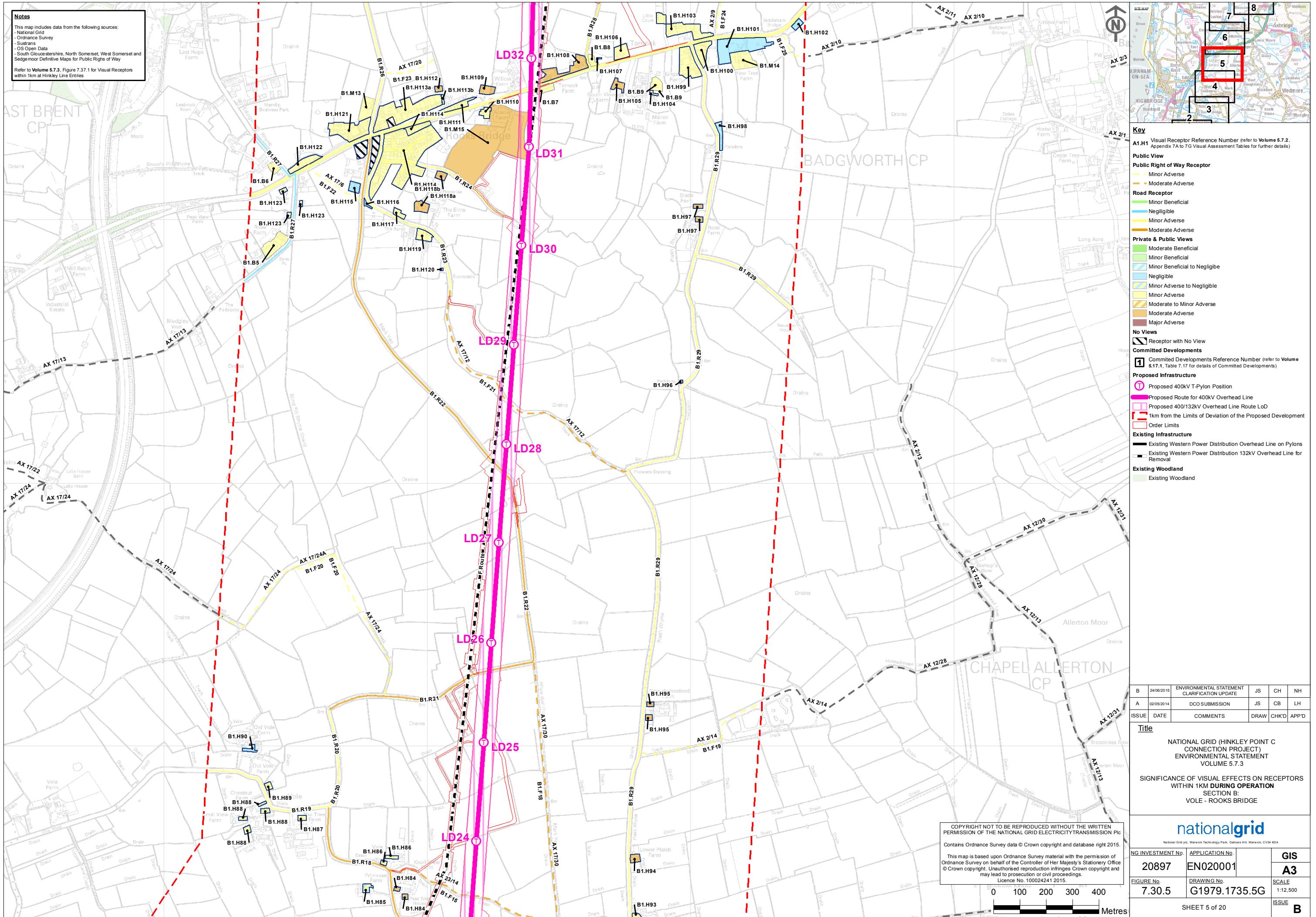
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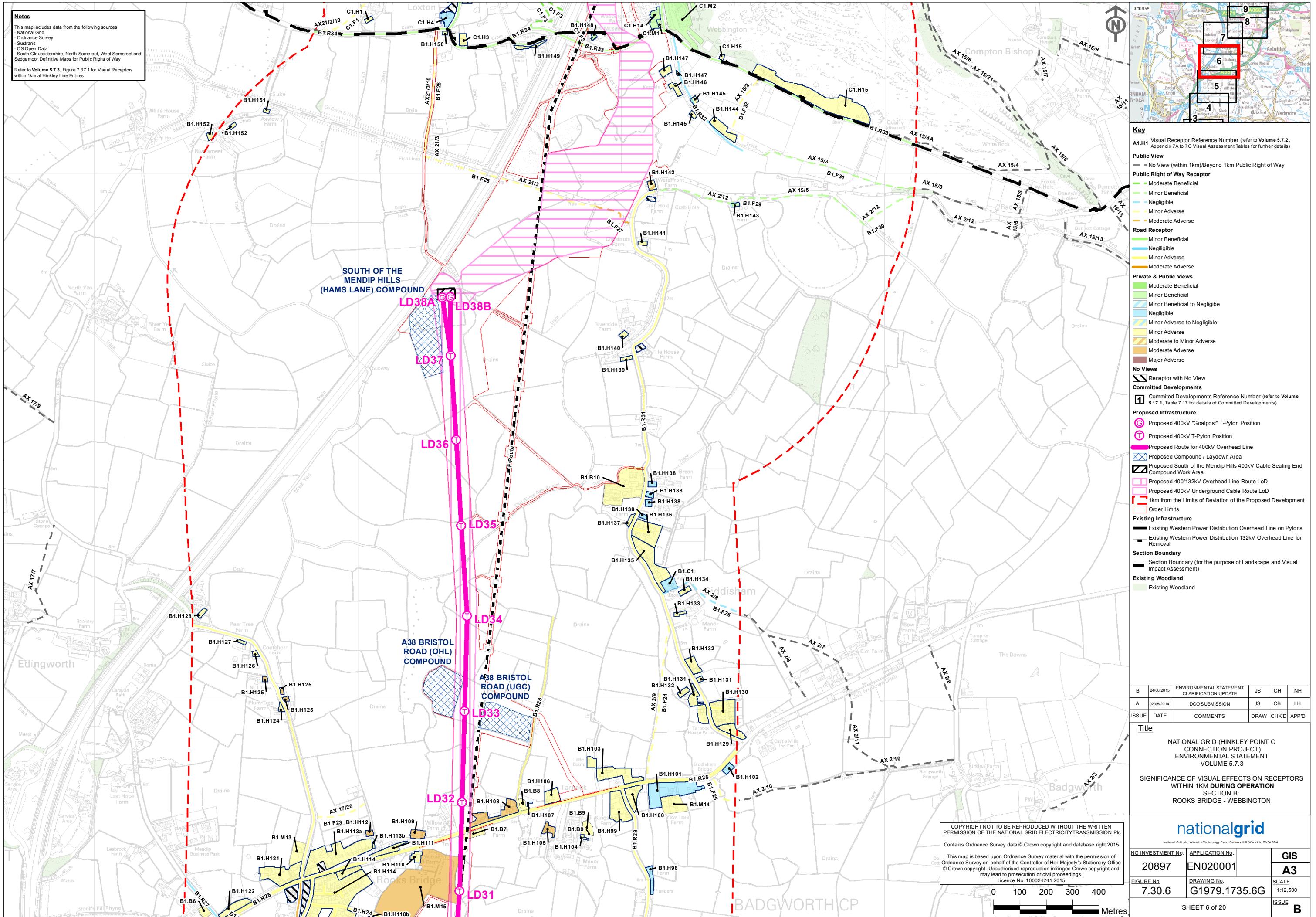
NATIONAL GRID (HINKLEY POINT C CONNECTION PROJECT)
 ENVIRONMENTAL STATEMENT VOLUME 5.7.3

SIGNIFICANCE OF VISUAL EFFECTS ON RECEPTORS WITHIN 1KM DURING CONSTRUCTION
 SECTION B:
 VOLE - ROOKS BRIDGE

NG INVESTMENT No.	APPLICATION No.	GIS
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FIGURE No.	DRAWING No.	SCALE
7.28.5	G1979.2006.5G	1:12,500
		ISSUE
		B

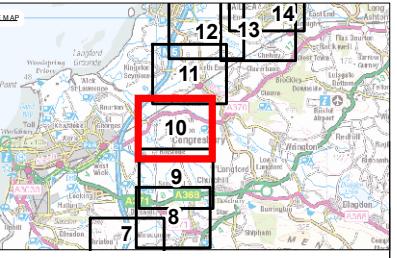
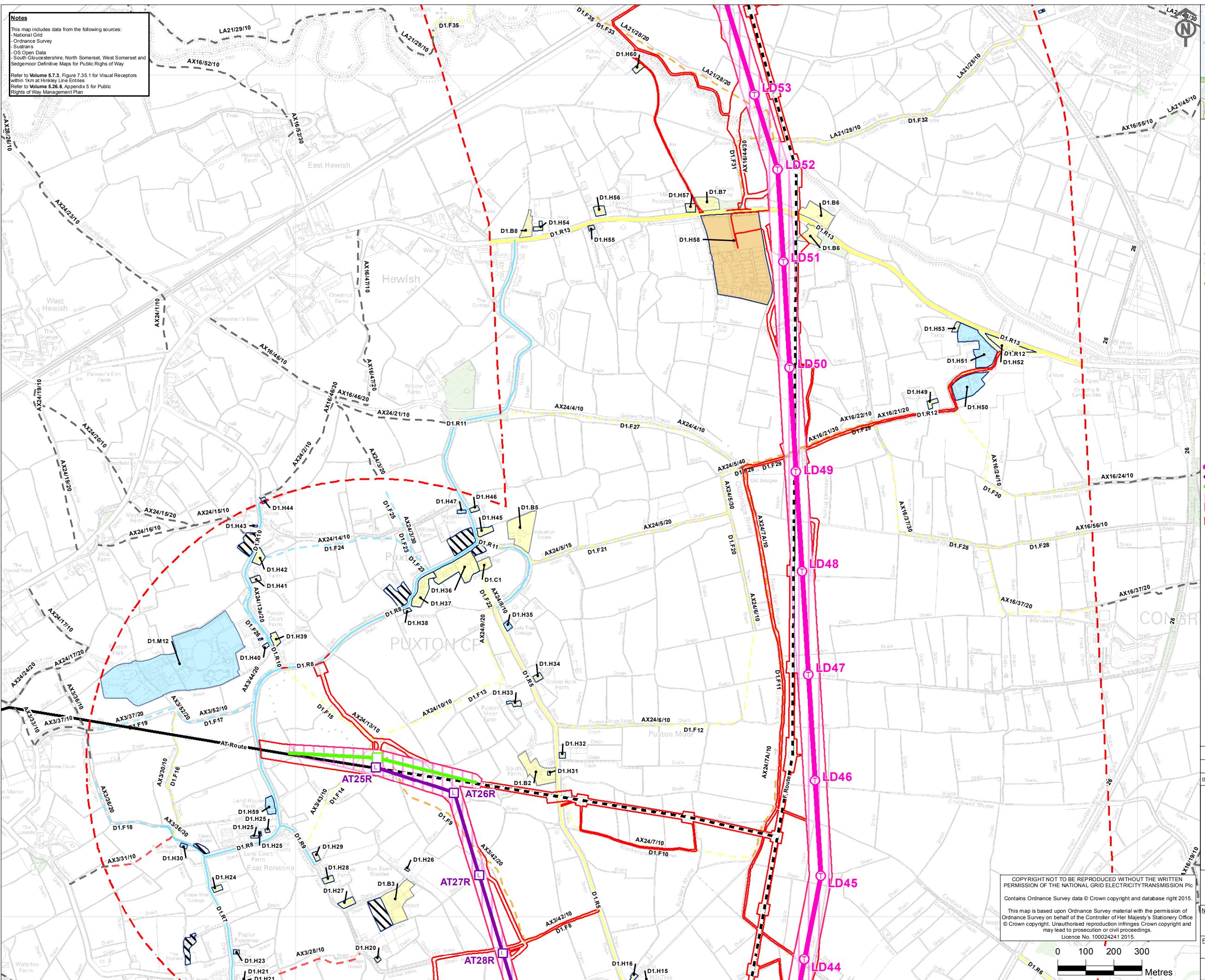






Annex D – Significance of Effect during Construction
and Operation for Visual Receptor D1.H58 (Moorland
Park Traveller Site)

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 7.35.1 for Visual Receptors within 1km of 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 7 to 7G Visual Assessment Tables for further details)

- Public Views**
 - No View/Beyond 1km Public Right of Way
 - Public Right of Way Receptor
 - Not Accessible
 - Negligible
 - Minor Adverse
 - Moderate Adverse
- Road Receptor**
 - Minor Beneficial
 - Negligible
 - Minor Adverse to Negligible
 - Minor Adverse
 - Moderate to 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 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
 - 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

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

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 D:
 EAST ROLSTONE - HEWISH

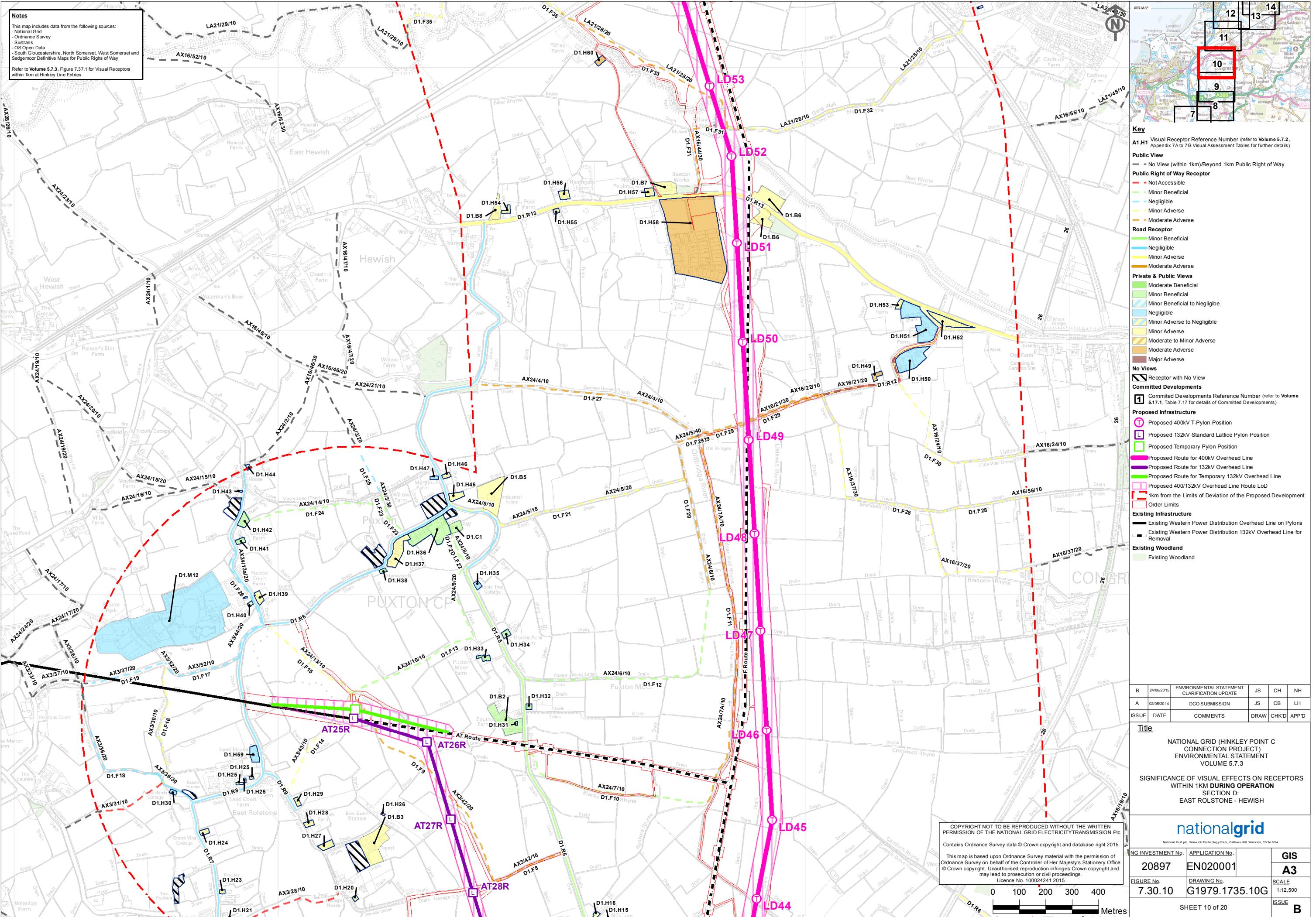
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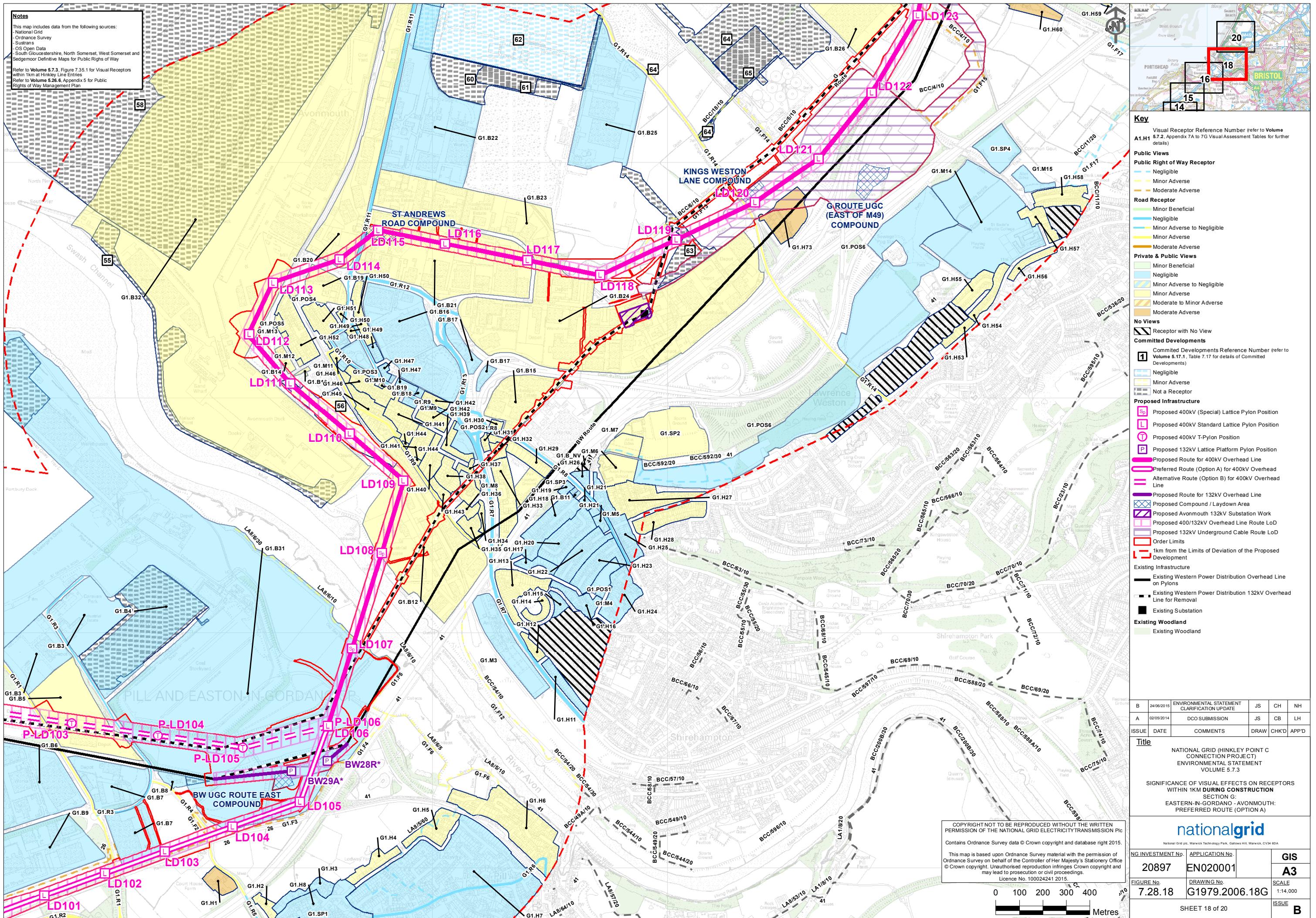
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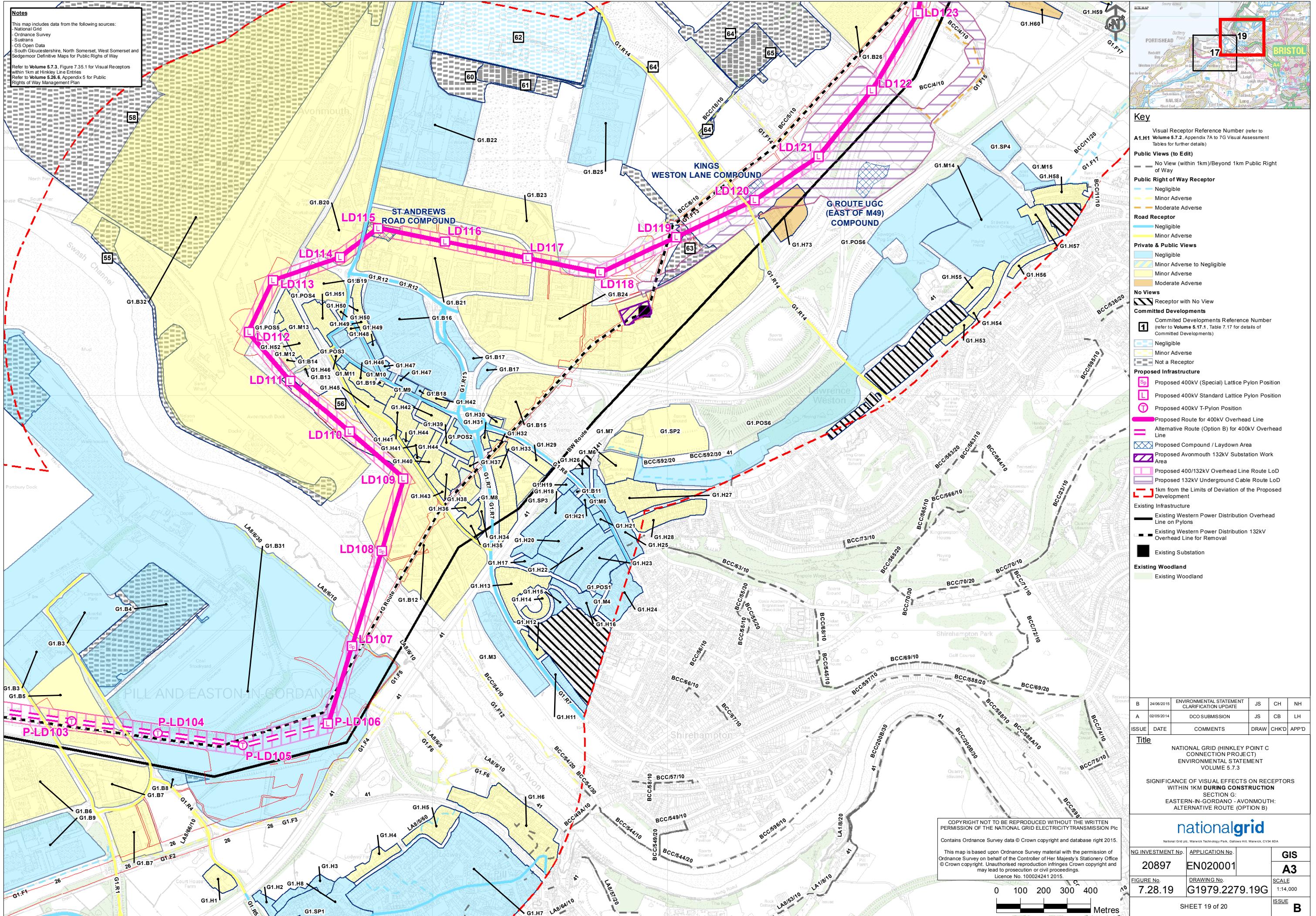
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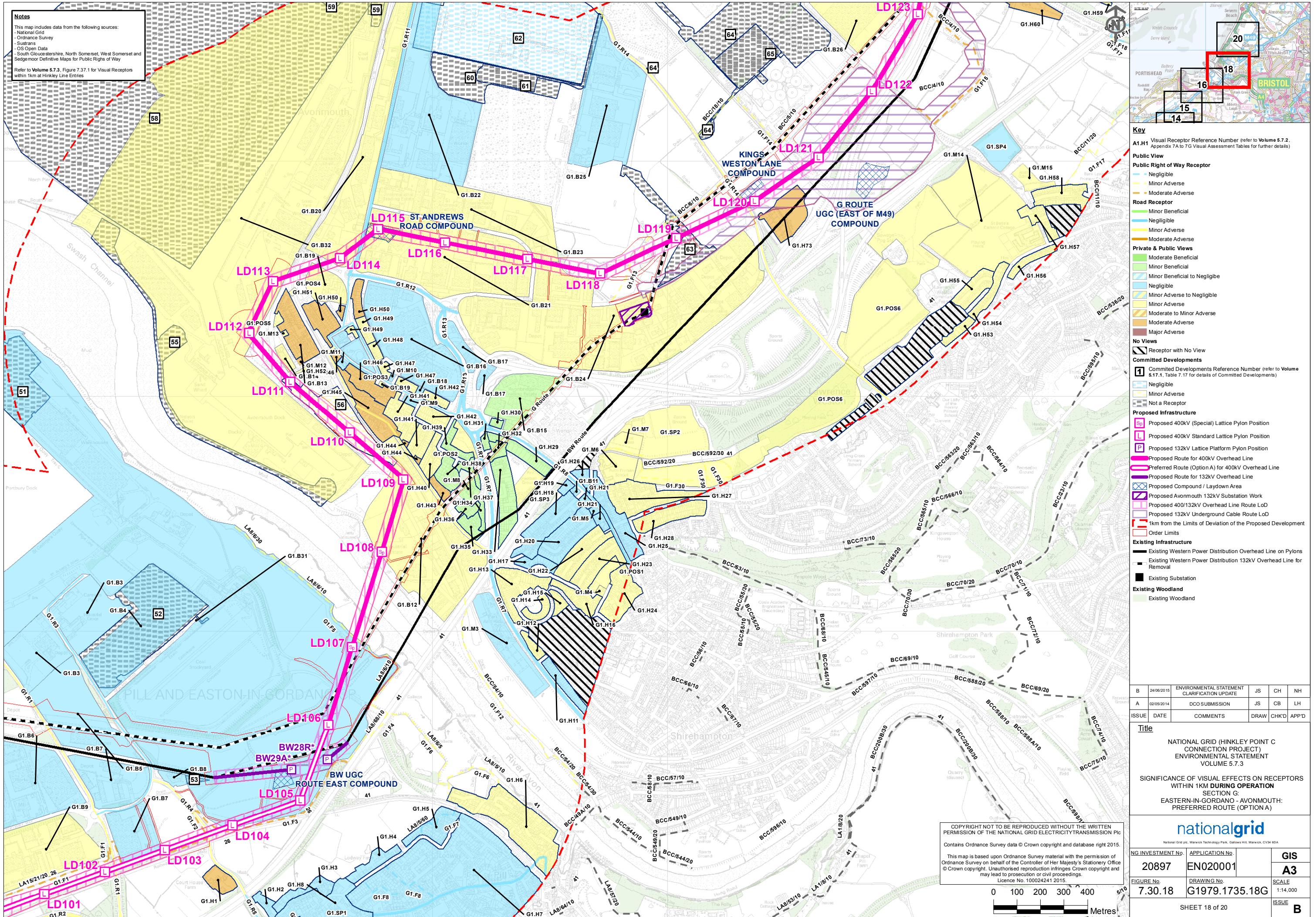
ISSUE B SHEET 10 of 20

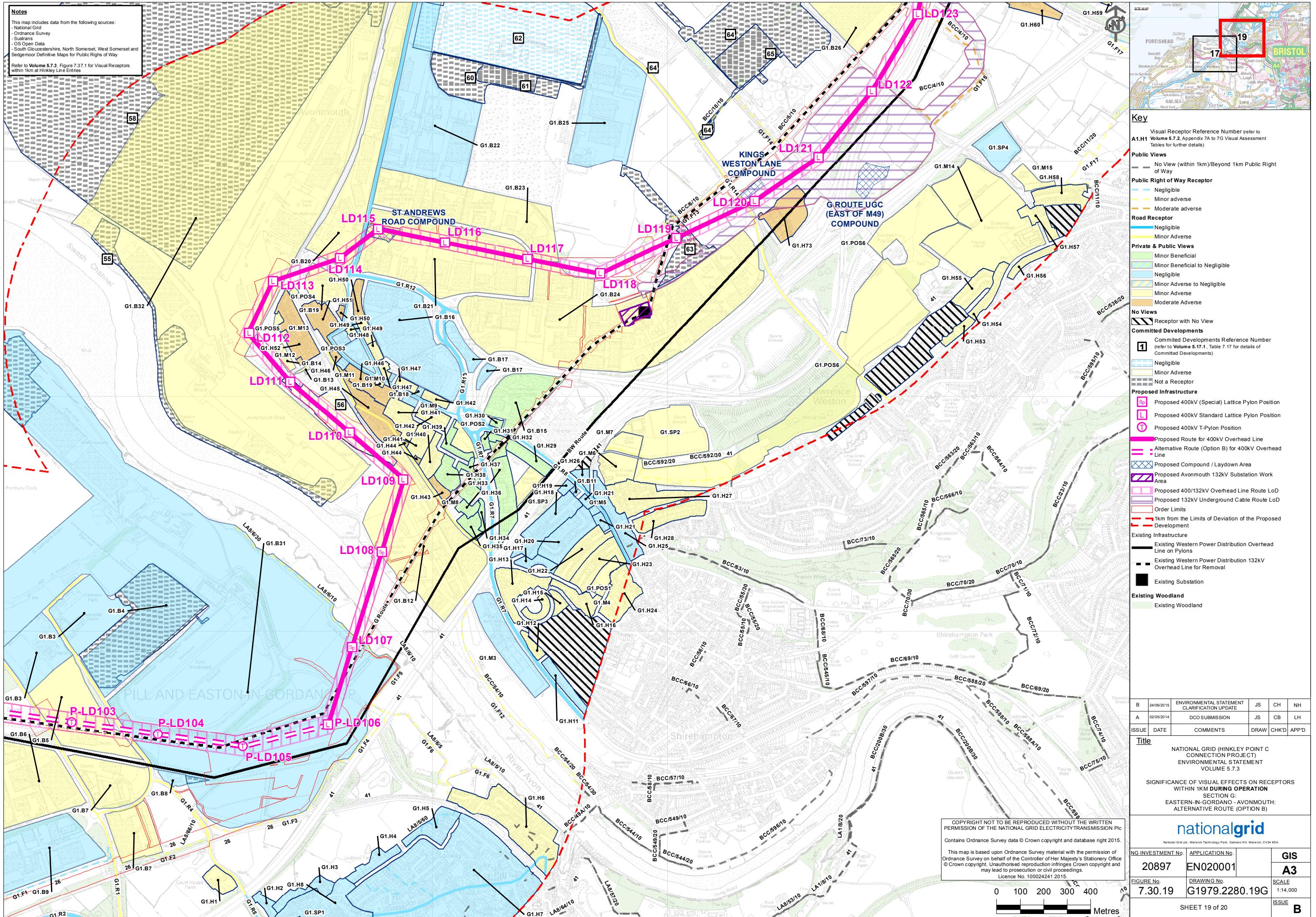


Annex E – Significance of Effect during Construction
and Operation for Visual Receptor G1.H73 (St Anthony's
Park Traveller Site)

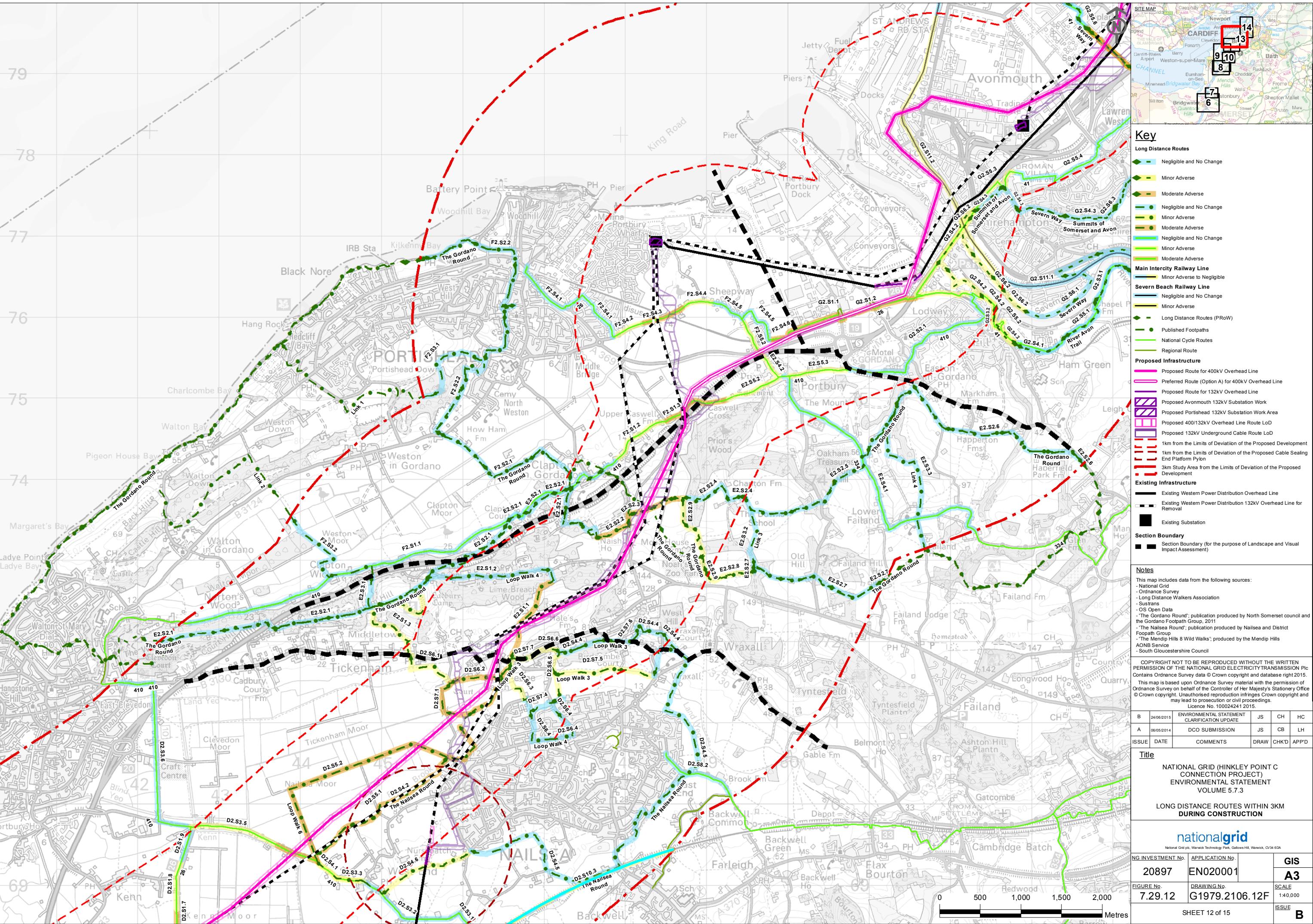


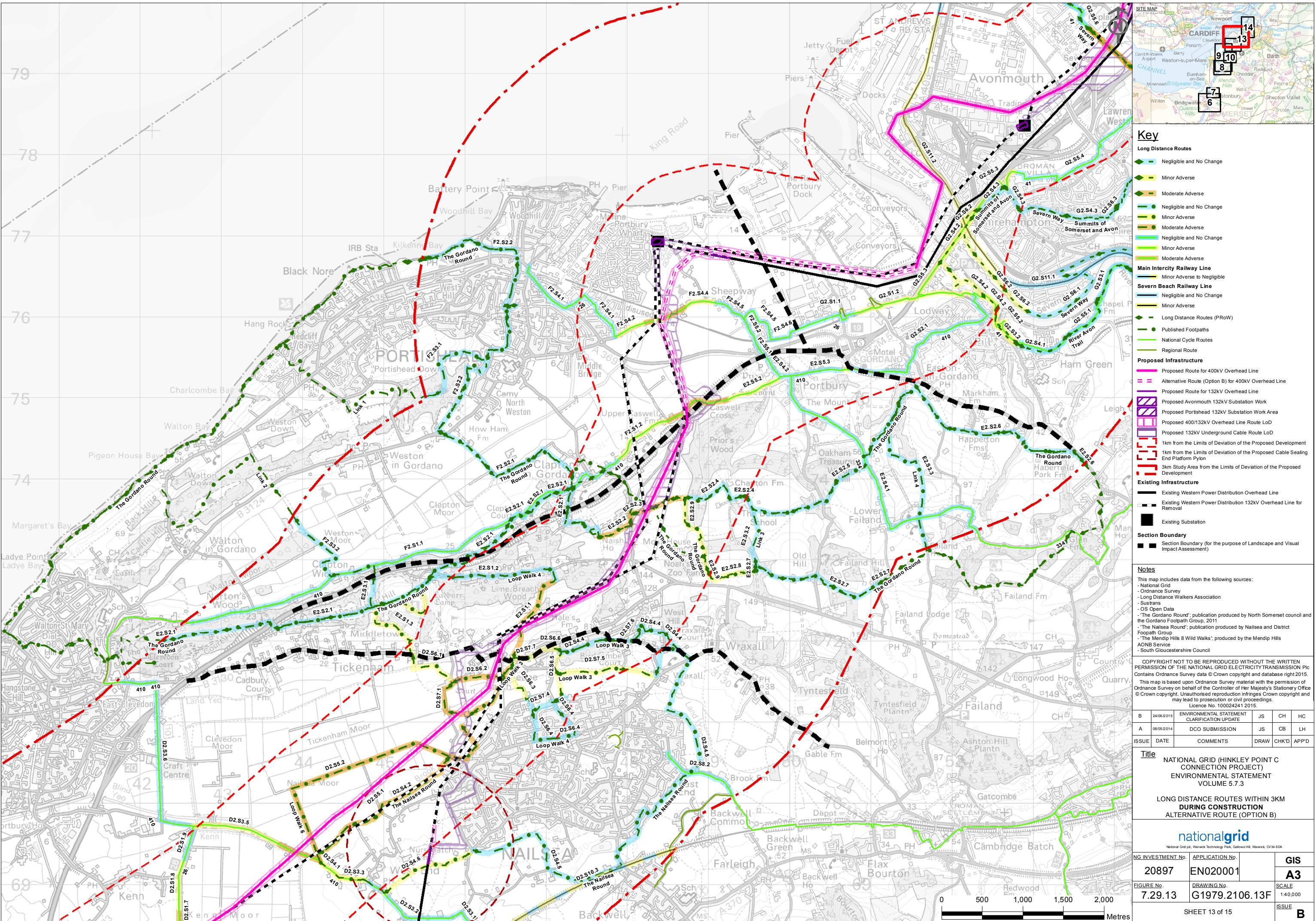




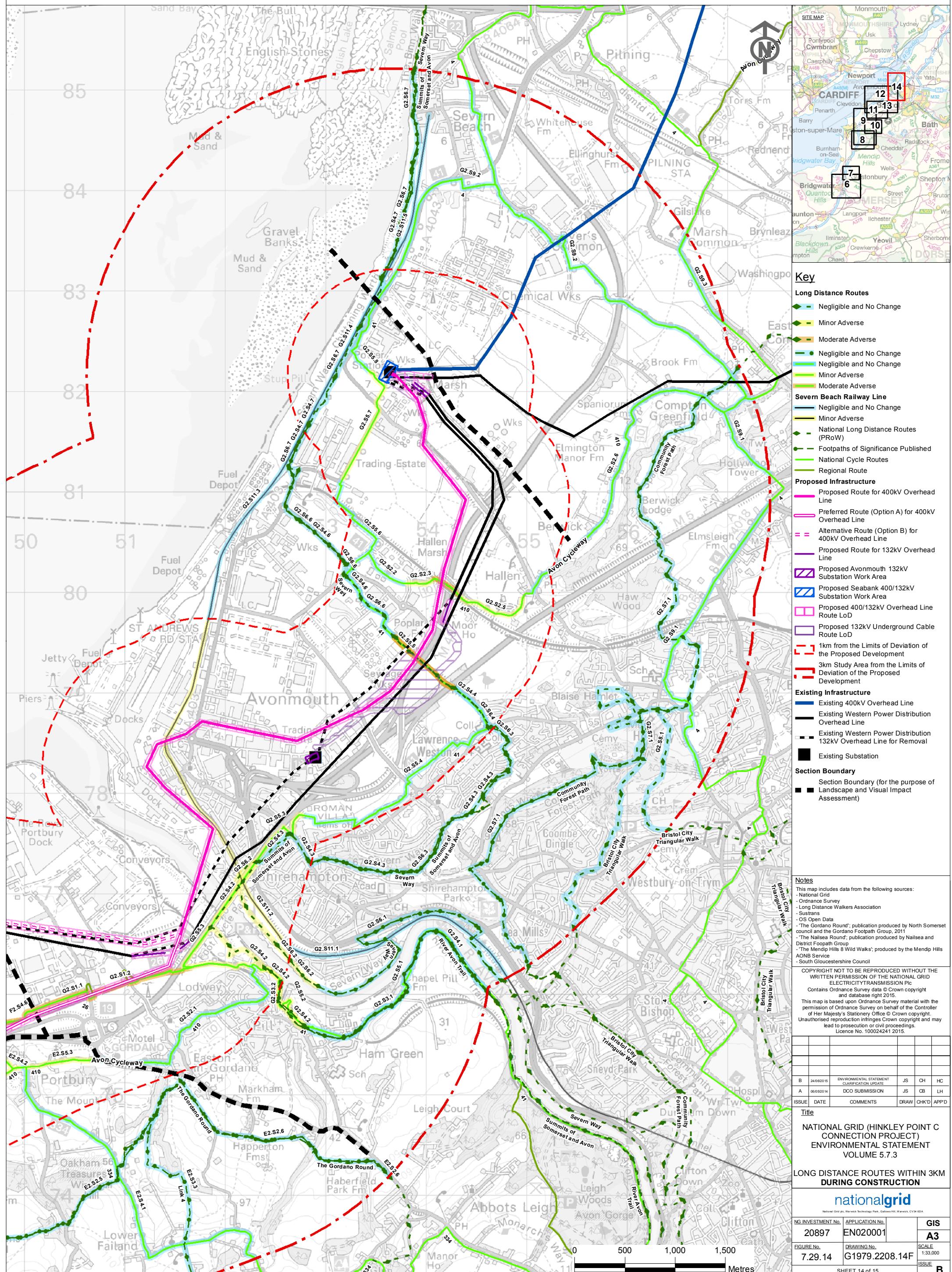


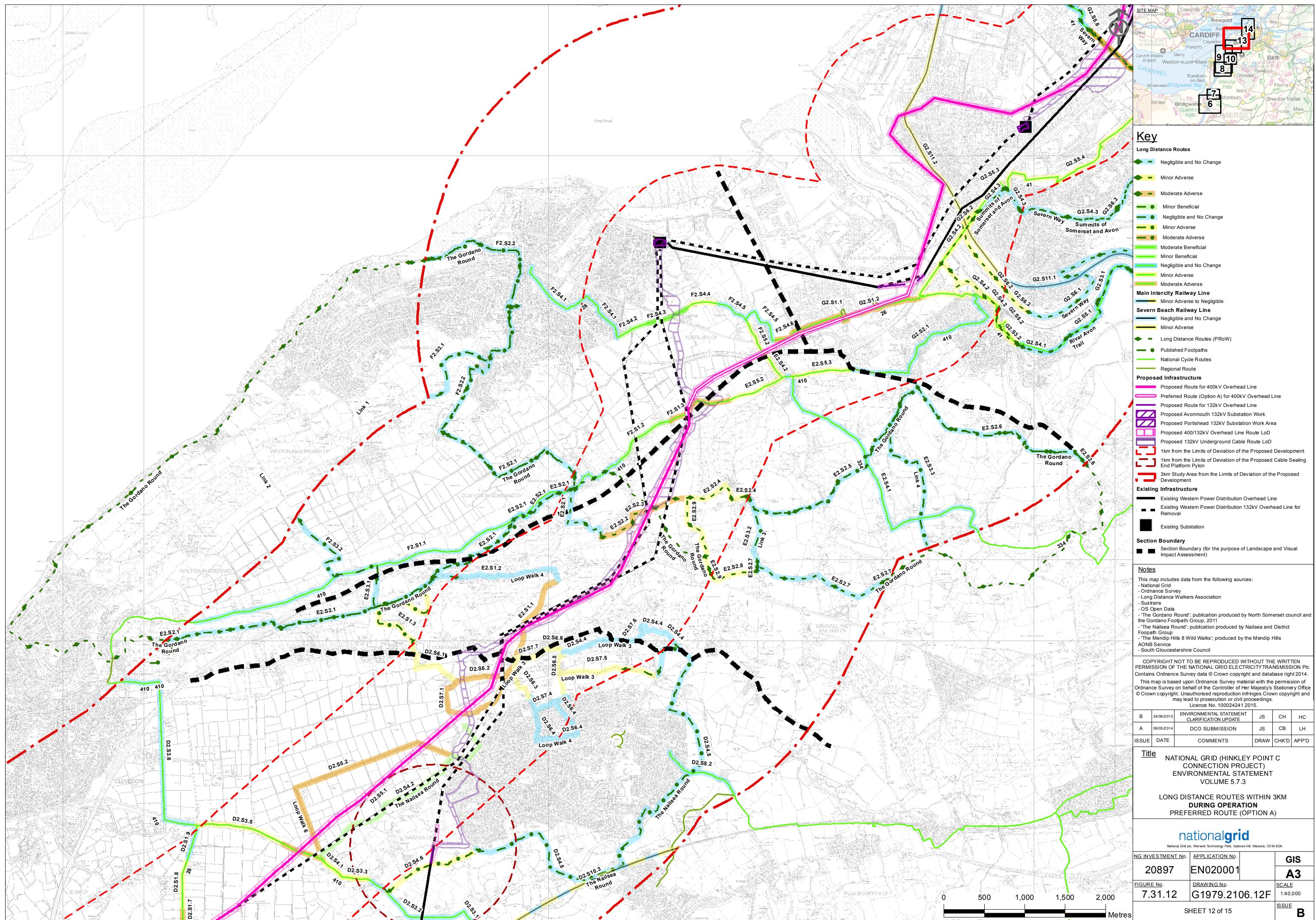
Annex F – Significance of Effect during Construction and Operation for Severn Beach Railway Line

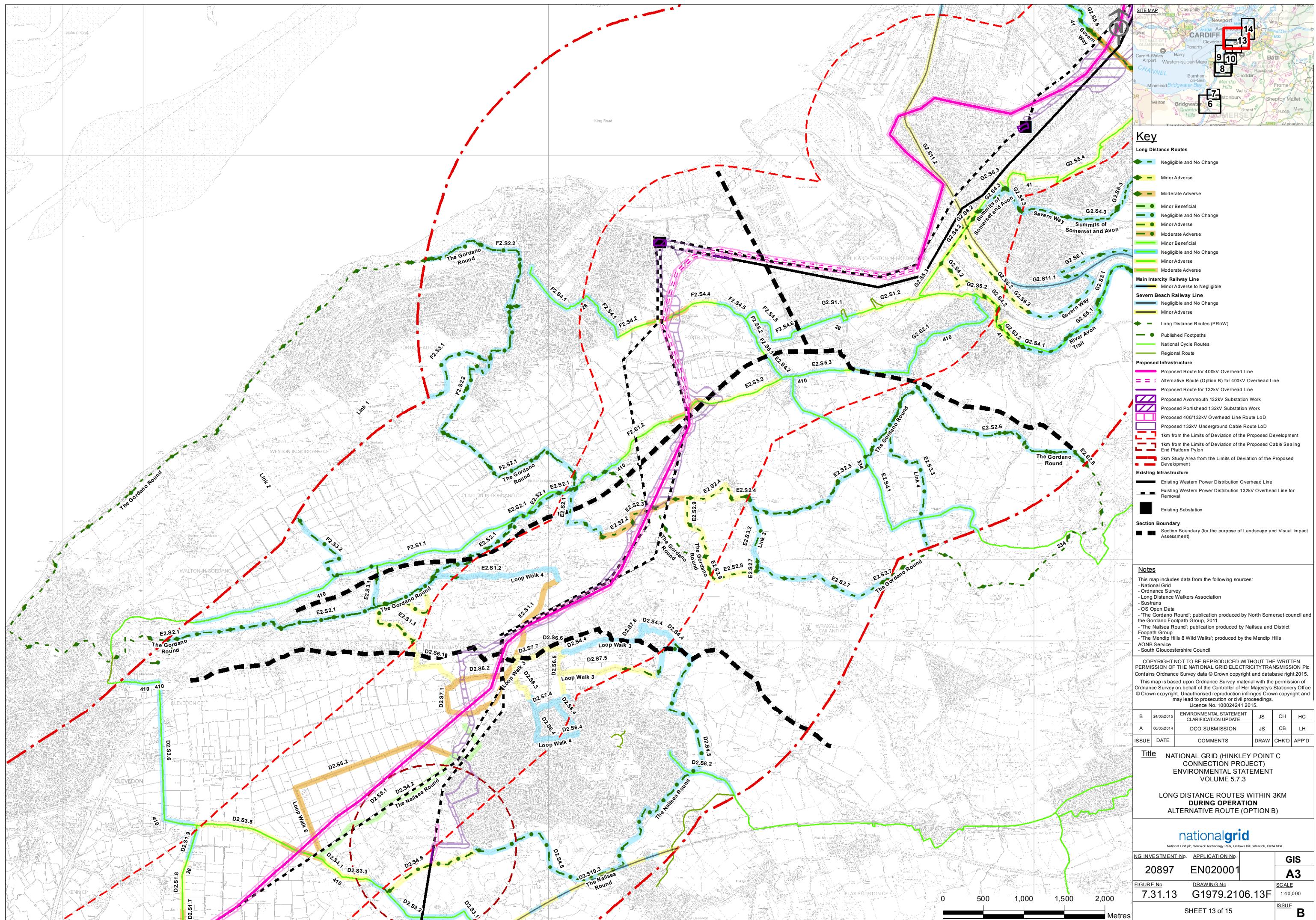




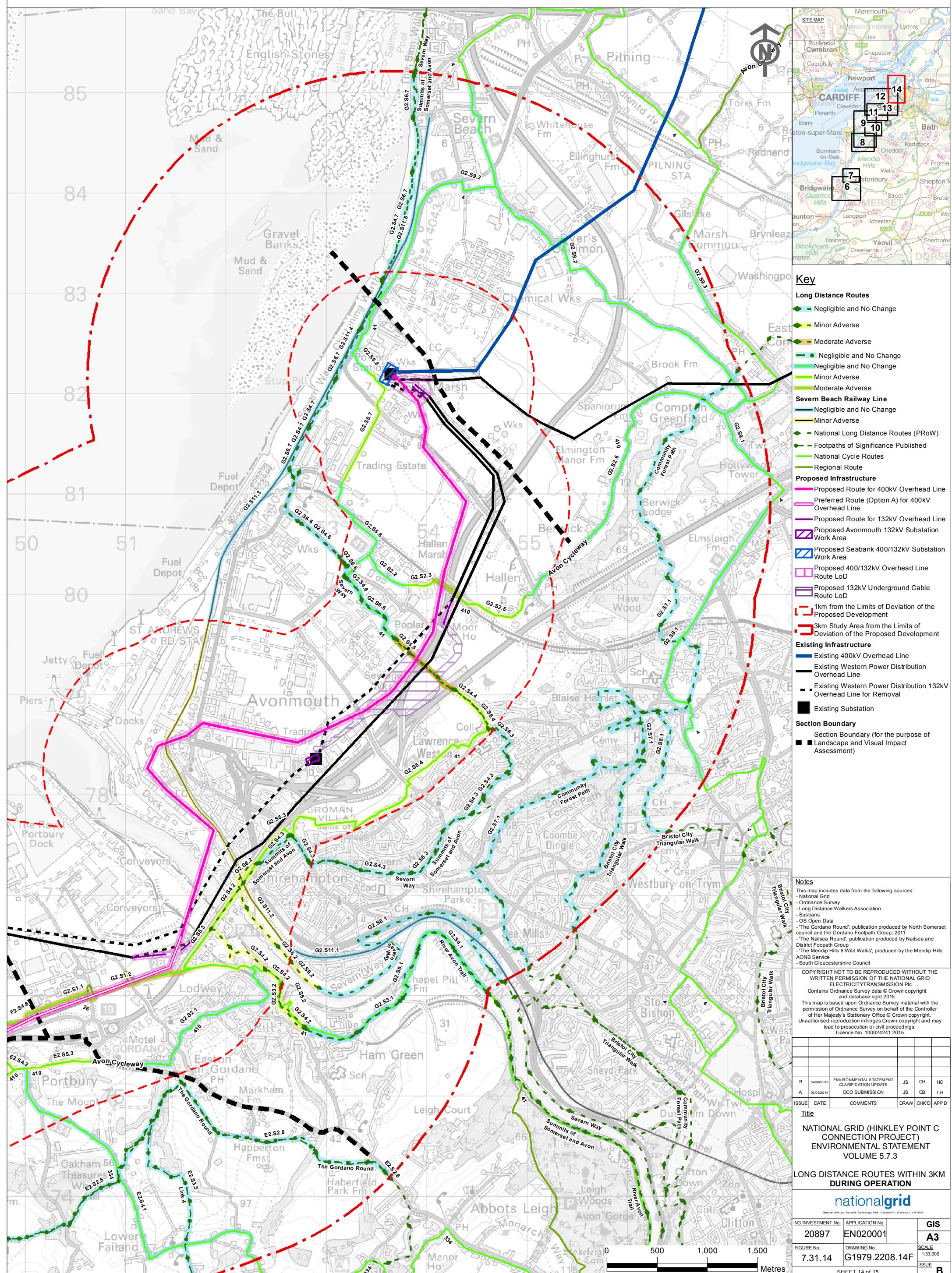
LONG DISTANCE ROUTES WITHIN 3KM DURING CONSTRUCTION







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</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p> <p>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 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</p> <p>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	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>During construction: Negligible</p> <p>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</p> <p>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</p> <p>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	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>During construction: Negligible</p> <p>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</p> <p>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 Spaniourm 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</p> <p>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 7: 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 CHKD APPD

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

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

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