Application Summary Document (including Navigation Guide to documentation)
Foreword

EDF Energy’s application for nuclear new build at Hinkley Point C (HPC) marks a significant step forward in the renaissance of the UK’s nuclear power industry. If approved, HPC will be the first in a new generation of nuclear power stations in the UK making a major contribution towards meeting our future requirements for low carbon, affordable electricity. Once operational, HPC is expected to provide approximately 6% of the UK’s electricity, sufficient for five million homes.

The Government has made it clear that large-scale investment is urgently needed in the UK’s energy infrastructure to meet the challenges of replacing ageing infrastructure, moving towards low carbon sources of power and improving the security of our energy supplies. New nuclear power has been identified as one of a mix of technologies, including renewable energy, that should form part of this investment and help to bring about the transition to a low carbon economy.

The Government has provided the framework for the development of new nuclear power stations through the designation in 2011 of National Policy Statements (NPS) for energy infrastructure, including a specific NPS for nuclear power generation. Hinkley Point is identified as one of eight sites in England and Wales that are potentially suitable for new nuclear power stations by 2025.

Against this background, our application for a Development Consent Order (DCO) to the Infrastructure Planning Commission (IPC) sets out how EDF Energy proposes to develop HPC, while mitigating the impacts of its development on the local community and the environment and seeking to maximise the benefits of our investment for the local and regional economy.

As well as the construction and operation of the power station itself, the HPC Project covers various necessary associated developments in the surrounding area. These include: an on-site accommodation campus and two accommodation campuses in Bridgwater for construction workers; four park and ride facilities to transport workers by bus to the HPC development site; a temporary jetty and refurbished wharf to deliver as much heavy equipment and material as possible by sea; a bypass to the west of Cannington and a series of highway improvement schemes across the local highway network.

Our DCO application for the HPC Project has benefited from nearly three years of consultation with local communities, statutory consultees, other relevant stakeholders and the general public. During this period our proposals have evolved significantly in response to consultation and we have endeavoured, wherever possible, to respond to the needs, concerns and aspirations of those involved. We are extremely grateful to all those individuals and organisations who gave freely of their time to help shape our final proposals.

I firmly believe that our application strikes a fair balance between the needs of the local community and the requirement to deliver much needed, low carbon electricity for the UK.

This brochure outlines our proposals and how to access the detailed documents that support our application. It also includes, at the back, a ‘Navigation Guide’ that explains the structure of the application and the role of key colour-coded documents.

Richard Mayson
Director of Planning & External Affairs
EDF Energy, Nuclear New Build
Pre-Application Consultation

EDF Energy's application for HPC has been shaped by almost three years of consultation with local communities, the general public, statutory consultees and other relevant stakeholders. The timeline opposite outlines the main stages of consultation.

Throughout this time, EDF Energy has engaged informally with consultees in order to refine its plans and this engagement is expected to continue.

Since the start of formal, statutory pre-application consultation in November 2009 and up to submission of its Development Consent Order (DCO) application to the Infrastructure Planning Commission (IPC) in October 2011, EDF Energy has made significant changes to its proposals in response to comments from the local community, the general public, statutory consultees and other relevant stakeholders.

The key changes made, largely in response to consultation, are summarised below:

**Following Stage 1 consultation:**
- Southern construction boundary at the HPC development site moved northwards, further away from local residents.
- Proposed accommodation campuses at Cannington and Williton not progressed. Accommodation campuses concentrated at the HPC development site and in Bridgwater, and size of facilities reviewed.
- Freight management facilities at Cannington not progressed and, instead, focused on sites near junctions 23 and 24 of the M5 and at Combwich.
- Size of park and ride facilities at both Cannington and Williton reduced with the facilities near junctions 23 and 24 of the M5 increased.
- Package of community benefits proposed to mitigate the impact of the HPC development.

**Following Stage 2 consultation:**
- Size of the accommodation campus at the HPC development site reduced, landscaping scheme developed further and public access proposed to the sports facilities.
- Final landscaping south of construction fence proposed to be delivered earlier.
- Size of the accommodation campus on the Bridgwater A site reduced and public access proposed to the sports facilities.
- A Main Site Neighbourhood Support Scheme proposed, covering property price support and noise mitigation.
- Size of the Cannington park and ride site further reduced.
- Park and ride site at Williton relocated from a greenfield site to a brownfield site to the west of the village and reduced in size.
- Fabrication facilities at Combwich not progressed, the size of the freight storage area reduced and bus parking removed.
- Improvements to the local road network and safety enhancements identified at locations in Bridgwater, Cannington and along the C182/Hinkley Point road.
- Community benefits package substantially improved with an enhanced Community Fund and additional funding to support local housing and skills training.

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<tr>
<th>Date</th>
<th>Consultation Title/Description</th>
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<td><strong>Preliminary Consultation</strong></td>
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| October – November 2008 | Public and stakeholder consultation on outline proposals for new nuclear development at Hinkley Point. EDF Energy and British Energy consultations conducted concurrently prior to the merger of the companies in January 2009 | Consultation took place in the context of:  
  - The Government’s Strategic Siting Assessment (SSA) for new nuclear power stations  
  - The Environmental Impact Assessment (EIA) scoping for Hinkley Point C |
| **Formal Consultation** | | |
| November 2009 – January 2010 | Stage 1: ‘Initial Proposals and Options’ | First stage of statutory pre-application consultation under the Planning Act 2008 |
| July – October 2010 | Stage 2: ‘Preferred Proposals’ | Second stage of statutory pre-application consultation |
| February – March 2011 | ‘Update on and Proposed Changes to the Preferred Proposals’ (Stage 2 Update) | Supplementary statutory pre-application consultation on proposed changes to the Stage 2 ‘Preferred Proposals’ |
| July – August 2011 | ‘Proposed Changes to the Preferred Proposals including M5 Junction 24 and Highway Improvements in the Bridgwater Area’ | Supplementary statutory pre-application consultation on further proposed changes |
Following Stage 2 Update and Junction 24/Highway Improvements consultations:

- Brownfield ‘Somerfield’ site near Junction 24 of the M5 proposed as an alternative park and ride and freight management facility to the greenfield site near Stockmoor village.
- Further highway improvements in the Bridgwater area including new and enhanced schemes.
- Noise mitigation schemes extended to parts of both Cannington and Combwich.

EDF Energy acknowledges that it has not been possible to meet fully the concerns of local communities in some respects:

- While there has been strong public support for the provision of a northern Bridgwater bypass connecting Junction 23 of the M5 to the C182 (Hinkley Point road) north of Cannington, EDF Energy has concluded that such a bypass is not necessary or justified given the other transport measures proposed.
- In the vicinity of the HPC development site there has been opposition to the provision of an accommodation campus at the site, although there is general support from those living further away. While the size of this campus has been reduced, EDF Energy believes the accommodation campus is an essential part of its accommodation and transport strategies.
- In Cannington concerns about the provision of a park and ride facility and traffic through the village led to calls for a bypass to be completed before major construction work begins. EDF Energy believes that traffic impacts in the village can be managed prior to the opening of the bypass and has proposed traffic calming and a noise mitigation scheme in Cannington.
- In Combwich there have been concerns about noise, disturbance and increased traffic from the use of the existing wharf and the adjacent laydown area. EDF Energy considers the laydown area at Combwich as a vital part of its overall freight strategy but has reduced its size and proposed a noise mitigation scheme.

As EDF Energy’s proposals have evolved, concerns have increased about long working hours and night-time working in some locations. A noise mitigation scheme is proposed near the HPC development site. EDF Energy believes some night-time working will be essential and longer working hours will also help to reduce the overall period of construction. Noise mitigation schemes are also proposed in parts of Cannington and Combwich.

All comments and views submitted to EDF Energy during the formal pre-application consultation process have been recorded, considered and responded to in the Consultation Report that accompanies the DCO application. A Consultation Report Executive Summary document has also been produced.

EDF Energy would like to express its appreciation to all those private individuals, community groups, elected representatives...
and other organisations that responded to the consultation. Their views have been listened to and taken into consideration as the Project has evolved.

As a consequence of this consultation process, EDF Energy firmly believes that its proposals for the HPC Project will have greater benefits and fewer impacts for local communities and the environment than would have been the case if the consultation had not taken place.

**HPC Consultation – Key Facts**

During the two year formal consultation process for HPC, EDF Energy has:
- Formally consulted for more than 30 weeks
- Engaged directly with nearly 6,500 consultees
- Held 34 public exhibitions
- Attended 67 meetings
- Received over 2,000 consultation responses
- Identified and responded to comments categorised in over 1,200 topics

When combined with informal engagement, consultation has taken place over a three year period.

**Summary of Proposals**

**HPC Development Site**
- Two UK EPR reactor units and associated buildings and plant
- Staff facilities, administration, offices, workshops and storage
- Cooling water tunnels and associated infrastructure including a fish recovery and return system
- Fuel and waste management facilities including for spent fuel and intermediate level waste
- Sea wall incorporating a public footpath
- National Grid 400kV Substation and EDF Energy overhead power lines within the site
- Public Information Centre
- A temporary jetty
- An emergency access road
- Access and parking facilities for workers, visitors and deliveries
- A temporary accommodation campus including 510 bed spaces
- A landscape scheme proposed for the wider site on land used during construction and early restoration of the land further to the south

**Workforce, Employment and Skills**
- 5,600 workers on site during peak construction equating to 20,000 – 25,000 individual jobs over the construction period
- 5,000 construction jobs expected to be filled by Somerset residents
- Construction working hours organised in shifts, including night shifts at the HPC development site, arranged to allow gradual arrival and departure of workers. The operational hours of the associated developments will reflect the shift patterns
- Job opportunities for local people to be maximised through development of a Construction Skills Centre, the Hinkley Ready Skills project and local apprenticeships
- Working with Jobcentre Plus and investing in local schools and colleges to provide access to vacancies and the skills needed to secure jobs
- 900 operational jobs at HPC after construction, with a further temporary workforce of 1,000 during maintenance periods

**Accommodation**
- About a third of construction workers are expected to commute from home
- At peak, 3,700 construction workers will require accommodation locally
- An accommodation office will provide information to the workforce about locally available accommodation
- Many will be housed in private rented, tourist or owner occupied accommodation
- Accommodation campuses for up to 1,510 people will be provided at three locations

**HPC Accommodation Campus:**
- 510 campus bedspaces in 15 accommodation buildings
- Leisure facilities, such as a bar, and clubhouse
- Large sports pitch and two 5-a-side pitches, with access for the public
- Bus terminus
- Amenity building including administration, canteen, laundry, gym and recreational facilities
- Internal access roads
- Landscaping within the site, including tree planting around the perimeter
- Landscaping to the south of the campus

**Bridgwater A (former Innovia site):**
- 850 campus beds in 15 accommodation buildings
- Leisure facilities, such as a bar, and clubhouse
- Large sports pitch and two 5-a-side pitches, with access for the public
- Bus terminus
- Amenity building including administration, canteen, laundry, gym and recreational facilities
Map showing main development site and associated development sites
Bridgwater C (Rugby Club Training Pitch):
- 150 campus bedspaces within four accommodation buildings
- Temporary canteen
- Sports pitch
- Bus terminus
- Occupants of this accommodation campus will share the facilities provided at Bridgwater A

Transport
The transport strategy is based on bringing most of the bulk materials in by sea, using park and ride for construction workers and providing road freight management at strategic locations. This, together with selected road and safety improvements, will help to minimise the impact on local roads. The proposals include:

HPC Site:
- Temporary jetty for delivery of bulk materials

Cannington:
- Bypass to the west of Cannington
- Traffic calming in the village
- Park and ride with 252 parking spaces (132 workers and 120 visitors) and ancillary development

Williton:
- Park and ride with 160 parking spaces and ancillary development

M5 Junction 24:
- 1,300 park and ride parking spaces reducing to 698 once facilities at Junction 23 become available
- 140 HGV holding spaces reducing to 55 once facilities at Junction 23 become available
- A temporary induction centre and consolidation facility for postal/courier deliveries that will be removed once the facilities at Junction 23 become available
- Ancillary development

Community Benefits and Mitigation
- More than £6 million investment in local colleges
- Jobs Brokerage and Outreach schemes to match jobs to local residents
- Creating a database of Somerset suppliers and helping to facilitate a Somerset low carbon cluster
- Potential Enterprise Centre for West Somerset
- Boosting tourism through a Public Information Centre at Hinkley Point
- Property Price Support scheme for properties close to the main Hinkley Point site
- Noise insulation schemes for residents near the main site, and properties in Cannington and Combwich potentially affected by increased noise levels;
- £5 million Housing Fund to invest in local housing
- Funding for public services including the police, ambulance service and local NHS
- £1.75 million for improved leisure facilities in West Somerset and Sedgemoor
- £20 million Community Fund in recognition of intangible effects from the development

Combwich:
- Refurbish and extend Combwich Wharf to bring in Abnormal Indivisible Loads (AILs) and other goods by sea
- Storage of AILs and other construction goods, in containers, before they are transferred to the HPC development site
- Ancillary development

Highway Improvements:
- Modifications to existing road alignments and junction/roundabout arrangements
- Enhanced safety measures
The New Power Station

Need for Nuclear Power
The Government supports the development of new nuclear power stations, provided that there is no public subsidy. New nuclear power stations are urgently needed to:

- replace existing nuclear and fossil fuel power stations, many of which are nearing the end of their working life;
- provide additional low carbon electricity-generating capacity;
- improve the UK’s security of supply by reducing reliance on imported energy;
- ensure a reliable supply of electricity to the national grid high voltage transmission system to balance intermittent supplies from renewable energy sources; and
- provide affordable supplies of electricity.

Hinkley Point is identified as one of eight sites in the UK potentially suitable for new nuclear power stations by 2025 in the National Policy Statement (NPS) for Nuclear Power Generation (EN-6) designated by the Government in July 2011.

The Site
The HPC development site is located in south-west England, on the northern Somerset coast, 12km to the north-west of Bridgwater. It is bounded to the north by the Bristol Channel (Bridgwater Bay) and to the south and west by agricultural land.

The new power station would be sited to the west of the existing Hinkley Point A and B stations and comprises two UK EPR reactor units with associated infrastructure and facilities. HPC will be capable of generating up to 3,260MW, enough to supply electricity for approximately 5 million homes. The power station is expected to operate for approximately 60 years.
Components of the Power Station
The power station would comprise:

- two Nuclear Islands each comprising a UK EPR reactor and associated buildings;
- two Conventional Islands, including the turbine halls, located adjacent to the Nuclear Islands;
- a Cooling Water Pumphouse for each UK EPR reactor unit with related infrastructure;
- sea bed cooling water intake and outfall structures together with tunnels connecting these to the cooling water pump-houses and turbine halls;
- electricity transmission infrastructure including the National Grid 400kV Substation;
- fuel and waste management facilities and storage facilities;
- staff facilities, administration, storage facilities, offices and other plant;
- a Public Information Centre to provide education and public facilities;
- a Sea Wall incorporating a public footpath;
- access (including an emergency access road) and parking facilities for workers, visitor and deliveries; and
- landscaped areas (including ecological features and public rights of way).
Construction of the Power Station

The HPC power station would take approximately nine years to construct and would comprise a number of key stages outlined below:

- site preparation works, including land clearance, topsoil stripping, earthworks to create the new platforms for the development site and creation of excess soil storage areas;
- construction of a temporary jetty to receive deliveries of bulk construction materials to the site and minimise construction traffic on the roads;
- construction of the main buildings including the Nuclear Islands, Conventional Islands, the other remaining plant, ancillary buildings and structures, the National Grid Substation and EDF Energy overhead line transmission infrastructure;
- the installation of mechanical and electrical plant will start approximately three years into the construction period, after which commissioning activities would be undertaken;
- first nuclear reactor operational;
- second nuclear reactor operational, approximately 18 months after the first nuclear reactor;
- ongoing construction of the Interim Spent Fuel Store; and
- site clearance, landscaping and restoration of those parts of the site not required for the permanent development, including the accommodation campus.
Landscaping and Wildlife
Following construction, the land used temporarily during construction will be restored with landscaping providing visual screening and the creation of new habitat (grassland, woodland, wetland and hedgerows) that will encourage wildlife and the return of some land to agricultural use. A network of footpaths (Public Rights of Way) and bridleways over varied terrain is proposed for local residents and the general public to enjoy.

Early landscape restoration is proposed on the land furthest to the south of the site for enhanced screening of the HPC development site during construction and early ecological habitat creation.

Safety, Security and Public Health
The safety and security of HPC is EDF Energy’s number one priority. The new power station will comply with all national and international legislation governing the safety and security of nuclear power stations. The detailed designs of HPC will also take on board the recommendations of the report by HM Chief Inspector of Nuclear Installations about the implications for the UK from events in Japan in 2011.

Although not a legal requirement, EDF Energy has prepared a comprehensive Health Impact Assessment (HIA) to support its application that sets out how health issues relating to the construction and operation of HPC will be managed.

The HIA concludes that the HPC Project does not constitute a significant risk to public health from radiological emissions and will comply with all internationally recognised health standards.
Public Rights of Way
During construction all Public Rights of Way (PRoW) within the construction security fence will be blocked and public access prohibited for health and safety reasons.

Diversions and alternative routes will be provided, enhancements made to the wider PRoW network and the South West Coast Path reinstated on completion of the sea wall. This will eventually provide improvements to over 13km of PRoW. A 13ha area of amenity grassland will also be available to the public between the site and Shurton. Bridleways within Stogursey Parish will increase from 2.3km at present to 7.8km on completion of construction.

During construction and operation of the temporary jetty and sea wall, access to areas of the foreshore will be restricted. Offshore, small areas of the estuary will also be restricted to recreational boating and sailing, due to the presence and operation of the temporary jetty and the cooling water infrastructure, and similarly the dismantling and removal of the temporary jetty.

Emergency Access Road
EDF Energy is required to provide an alternative route for the emergency services to use if required to respond to an incident at the power station. This will be routed north from Shurton Road through the land used during construction to the main power station and will include a bridge over Bum Brook.

This road will only be used in cases of emergency and locked gates will ensure no unauthorised access for vehicles. Pedestrian access will be provided and will run adjacent to the road linking into the public footpath network north of Bum Brook Bridge.

Construction Working Hours
EDF Energy is proposing construction work to take place in shifts during both weekdays and weekends.

During weekdays the first shift would start between 6:00am and 7:30am and the second shift would finish between 10:00pm and midnight. A shift handover would generally occur between 1:30pm and 4:00pm.

A single shift system would continue to be operated on the site for some construction workers and for office personnel starting between 7:00am and 9:00am and finishing between 4:30pm and 7:00pm.

A small night shift is anticipated for maintenance and logistics support. At key stages of construction it may also be necessary to have an overnight shift where continuity of work is essential. This would start between the hours of 8:30pm and 10:00pm and finish between 6:00am and 8:00am. Noise levels and lighting would be controlled during these times.

At the weekend some contractors would operate single shifts on Saturdays starting between 6:00am and 8:00am and finishing between 1:00pm to 3:00pm, with limited activities on Saturday afternoons or Sundays. Other contractors would operate a rolling shift pattern in which every other weekend operates with a full shift pattern on Saturdays and Sundays, and the following weekend being non-working (aside from maintenance).
Decommissioning of HPC

HPC is expected to operate for approximately 60 years. At the end of electricity generation at HPC, the reactor buildings and their auxiliary buildings will be decommissioned and the site cleared.

The Interim Spent Fuel Store will remain on site until a national Geological Disposal Facility is available for disposal of spent fuel offsite.

Decommissioning of the site, with the exception of the Interim Spent Fuel Store, could be achieved approximately 20 years after the end of generation.

Site Preparation Works and Temporary Jetty

To assist towards government targets for future power generation and meet our goal to deliver new nuclear energy into the national grid as soon as possible, EDF Energy needs to undertake works to prepare the site in advance of a decision by the IPC on our DCO application.

West Somerset Council has resolved to grant EDF Energy’s application for site preparation works to progress the construction process subject to completion of a planning legal agreement. It is expected these works will commence in 2012, before determination of EDF Energy’s DCO application. In the event that the DCO application is unsuccessful, EDF Energy will reinstate the development site.

An application has also been submitted to the Marine Management Organisation (MMO) to construct a temporary jetty at HPC to bring in materials for construction and minimise HGV movement on the road network. If this application is unsuccessful, plans for the temporary jetty have been included in EDF Energy’s application to the IPC.

Workforce, Employment and Skills

Construction Workforce and Profile

HPC will be one of the largest construction projects anywhere in the UK in recent years. It is estimated that between 20,000 and 25,000 people will work on the project during the nine-year construction programme. At least 5,000 of these are expected to be Somerset residents.

The size of the workforce will vary at different stages, with a peak workforce in the middle of the construction period of around 5,600 for approximately 18 months.

The composition of the workforce, and the range of skills required to build HPC, will also change during construction. In the early stages, civil engineering skills will be required, with mechanical and electrical engineering skills required once the main buildings have been completed and are fitted out. The number of professional, managerial, administrative and miscellaneous staff will rise and fall along with the overall construction workforce.
Maximising the Local Workforce

The range of skills needed to build HPC is huge, varying from highly skilled professional and technical jobs through to semi or lower skilled jobs in, for example, security, transportation and administration.

EDF Energy’s HPC Vision includes the objectives of:
- providing local people with new job opportunities both during the construction and operation of the power station; and
- equipping the local workforce with skills so that jobs created in Somerset can be offered to its residents.

Maximising the number of local people who work on the construction of HPC will also help EDF Energy to ensure that its strategies for transporting and accommodating construction workers are successful.

EDF Energy proposals include:
- The Construction Workforce Development Strategy that will provide:
  - Jobs Brokerage, developed with Jobcentre Plus, to match construction vacancies with local residents;
  - Outreach Project to ensure local people, particularly those in hard to reach groups, are aware of opportunities and know how to develop the skills needed to secure jobs;
  - Construction Skills Centre developed in conjunction with Bridgwater College to enable local training and provide hands on experience for students at Cannington;
  - Hinkley Ready Project developed in partnership with West Somerset College that will enable local people to obtain the skills needed to work on the project;
  - Apprenticeship Scheme to maximise the number of apprenticeships for local residents; and
  - Enterprise Project in West Somerset that could help local residents and businesses provide services to the construction workforce and during the operational phase.

Local Business Engagement Strategy, developed with the Somerset Chamber of Commerce to ensure that local businesses are best positioned for opportunities arising from HPC.

Inspire Education Strategy, setting out EDF Energy’s commitment to work with schools in Somerset to inspire young people to study science, technology, engineering and mathematics - with the primary aim of attracting school leavers into careers in construction and engineering.

Operational Staffing

Once HPC is operational, EDF Energy will directly employ around 700 people with a further 200 contract staff based at the power station. Most operational staff are expected to live in West Somerset, Sedgemoor and Taunton Deane districts.

In addition, there will be regular maintenance periods (outages) approximately every 18 months, bringing in a further temporary workforce of up to 1,000 people. The majority of workers are likely to come from outside the local area, benefitting local accommodation providers and other businesses.
Accommodation Strategy and Proposals

EDF Energy has produced an accommodation strategy to manage the needs of construction workers while minimising the potential impact on the local community and bringing economic benefits to the local area.

At the peak of construction, 5,600 workers would be working at the HPC development site. Detailed research indicates where the construction workers are likely to come from and how they can be accommodated. About one third would be locally based - defined as being within a 90 minute commute of Hinkley Point.

The remainder would need to be accommodated in the local area. Research indicates that this would include the owner occupied sector, private rented accommodation, tourist accommodation and latent accommodation (i.e. spare rooms within houses which local residents would be willing to rent out to workers).

However, to ensure there would be no adverse impacts on the local housing market and tourism, and to reduce travel on local roads, EDF Energy is proposing to provide up to 1,510 bed spaces in three accommodation campuses.

Campus Accommodation
Providing accommodation campuses for workers ensures there would be an adequate supply of accommodation, without relying exclusively on the local private rented market. It will also help manage large numbers of workers ensuring high standards of behaviour and provide purpose-built facilities to meet occupants’ needs, such as a laundry and leisure facilities. Shuttle bus services to the HPC development site would also be provided.

Three temporary accommodation campuses are proposed to support the construction phase of the HPC project. Rooms will be appropriately priced, purpose built, high standard accommodation with access to high quality facilities.

Map showing where the workforce is expected to live
a) HPC Accommodation Campus:

The HPC accommodation campus site would be located in the south-eastern part of the HPC development site.

The proposed campus would comprise:

- living space in en-suite rooms for up to 510 occupants within 15 accommodation buildings;
- 353 car parking spaces and motorcycle and bicycle parking spaces;
- an amenity building which includes: administration, canteen, laundry services, gym and recreational facilities;
- two 5-a-side football pitches and associated toilet facilities;
- bus drop-off point;
- internal access roads;
- access from the C182 (Wick Moor Drove);
- landscaping within the site and around the perimeter, including tree planting; and
- other ancillary development including signage, fencing, lighting, CCTV and utilities.

Construction of the campus would commence in the second quarter of 2013 for approximately 15 months; and would be operational for approximately six years. The accommodation campus would be removed following construction of the HPC power station and the land restored in line with the HPC Landscape Strategy.
b) Bridgwater A:
The Bridgwater A site is located on part of the former Innoviasite, which forms part of the wider North-East Bridgwater site, to the north of the A39 (Bath Road).

The proposed accommodation campus would comprise:
- living space for 850 workers within 25 accommodation buildings;
- three football pitches (one full size and two 5-a-side pitches);
- amenity building including a canteen, laundry, gymnasium and recreational facilities;
- 543 car parking spaces and bus, motorcycle and bicycle parking spaces;
- internal access roads;
- access from the A39 (Bath Road), changes to the road markings along the A39 (Bath Road) and the stopping up of Frederick Road;
- a new drainage rhyne;
- landscaping within and tree planting around the perimeter of the site; and
- other ancillary development, including signage, fencing, lighting, CCTV and utilities.

The facilities would be used by the occupants of the Bridgwater C accommodation campus.

The loss of the existing Sports and Social Club will be mitigated through financial contributions towards new facilities in the local area.

Construction of the campus would be phased, commencing in the first quarter of 2013 for approximately 27 months in total. The campus would be operational for approximately six and a half years. Once EDF Energy no longer requires the site some infrastructure would be retained (include the rhyne, perimeter landscaping and the adopted highway works), to facilitate future redevelopment of the site.
c) Bridgwater C

The Bridgwater C site is located on Bridgwater and Albion Rugby Football Club’s training pitch and car park, to the south of the A39 (Bath Road).

The proposed accommodation campus would comprise:
- living space for 150 occupants within four accommodation buildings;
- an all-weather 5-a-side football pitch;
- 66 car parking spaces and motorcycle and bicycle spaces;
- a temporary canteen building for a period of approximately six months until the facilities at Bridgwater A campus become available;
- internal access roads;
- alterations to the existing gyratory on the A39 Bath Road, including provision for two bus shelters and changes to the road markings;
- access road off College Way;
- landscaping within the site, including tree planting along College Way; and
- other ancillary development, including signage, fencing, lighting, CCTV and utilities.

Occupants of this accommodation campus would use the recreational and amenity facilities at the Bridgwater A accommodation campus once available.

The existing training pitch will be replaced elsewhere in Bridgwater.

Construction of the campus would commence in the first quarter of 2013 for approximately 12 months; and would be operational for approximately seven years. The proposed development, subject to some alterations potentially being required, would then be transferred to a third party for use in connection with Bridgwater College.

Community Benefits

The development of the proposed accommodation campuses could potentially bring a number of benefits to local people including:

**Increased sports provision:**
- Public access to the football pitches at the accommodation campuses is being provided, excluding Bridgwater C once Bridgwater A comes into use.
- Funding is also being provided towards new or improved sports and leisure facilities in Bridgwater, Stogursey, Cannington and West Somerset; and towards the new swimming pool at Chilton Trinity Technical College.
**Transport Strategy and Proposals**

**Overview of Strategy**
EDF Energy's transport strategy has been developed in close consultation with stakeholders, including the Somerset County Council, the Highways Agency and the District Councils.

The transport strategy objectives are:
- minimise the volume of traffic associated with the development of the new power station as far as reasonably practical, at all times, but especially during peak hours;
- maximise the safe, efficient and sustainable movement of people (ie travel by non-car) and materials (ie delivery by non-road) required for the HPC Project as far as reasonably practicable;
- minimise the impacts both for the local community and visitors to the area using the road network as far as reasonably practicable;
- provide long-term, sustainable legacy benefits for the local community from new highway infrastructure, where appropriate;
- maximise the control of movements associated with the construction of the HPC Project as far as reasonably practicable;
- take all reasonable steps to ensure the resilience of the transport network in the event of an incident; and
- take all reasonable steps to protect the natural and built environment.

EDF Energy has considered, very carefully, the suggestion of building a new road from the M5 motorway north of Bridgwater connecting close to Hinkley Point. It has concluded that such a road cannot be justified given the measures proposed to mitigate transport impacts from the HPC development described in this section.

**Workforce Movement**
EDF Energy's approach involves the provision of park and ride facilities, bus services and robust travel planning to minimise the movement of construction workers on the road network. EDF Energy propose to:
- Construct park and ride facilities at junctions 23 and 24 of the M5 motorway and at Cannington and Williton;
- Provide bus services from the park and ride facilities to/from the HPC development site;
- Provide bus services to cover the local area including the railway station; and
- Provide bus services to serve key clusters of construction workers living further from the HPC development site and within the purpose-built accommodation campuses.

Longer distance bus services are envisaged from locations such as Taunton, Minehead and Weston-super-Mare if demand exists. These would travel from specific, sustainable pick-up locations, such as bus and coach stations and be routed directly to the HPC development site.

To ensure these measures are coordinated and taken forward as a comprehensive plan to manage travel to work patterns, detailed travel plans will be developed.

**Freight Movement**
The key elements of the strategy are to transport significant amounts of bulk materials by sea and to utilise freight management facilities for materials arriving via the M5 motorway to limit traffic impacts on local roads, particularly in peak hours.

The proposals include:
- A temporary jetty at the development site to allow the import of materials by sea directly to the HPC development site;
- Upgrading Combwich Wharf to allow delivery of abnormal individual loads (AILs) and other construction materials, with a freight laydown facility provided adjacent to store these materials; and
- Freight management facilities at junctions 23 and 24 of the M5 to intercept and manage road-borne freight movements. Due to the minimal refurbishment works necessary, the Junction 24 facility would enable the use of freight management and park and ride facilities from an early stage of the construction phase.

**HGV Routes**

HGV traffic associated with the development will be marshalled at the freight management facilities at junctions 23 and 24 of the M5, and will be released in a manner that moderates the number of HGVs on the road network, reducing the number at peak times using the routes shown on the HGV map.

In the early phase of construction, when only the freight management facility at Junction 24 is operational, some HGVs would travel from Junction 24 via the M5 to Junction 23 and then use the northern HGV route via Bristol Road and the Northern Distributor Road.

During construction, there would be increases in flows on the designated HGV routes from M5 Junction 23 and Junction 24 through Bridgwater. These routes are all on ‘A’ roads with high existing traffic flows.

There would also be an increase in HGV traffic in Cannington prior to completion of the bypass. HGVs will pass along Cannington High Street and through the Memorial Junction where safety and calming measures are being developed. After completion of the bypass in late 2014, all HGVs will be routed via the new bypass. In the meantime a number of traffic calming measures in the village are proposed.
Cannington Park and Ride

The Cannington site is a greenfield site located on land to the south of Cannington village, north of the A39.

The proposed development would comprise:

- 252 parking spaces (132 workforce and 120 visitors) of which seven would be accessible spaces and six would be minibus/van spaces;
- 18 bicycle parking spaces;
- 18 motorcycle spaces;
- four dedicated bus parking bays and pick up/drop off facilities;
- kiss and drop facilities;
- waiting facilities;
- security and welfare facilities;
- detention ponds;
- pedestrian and bicycle access via existing rights of way from the north;
- vehicular access off the existing A39 via a priority junction and internal roads;
- widening of the A39 and provision of a footway between site access and A39 Main Road eastern roundabout; and
- landscaping, including bunding.

The development is proposed to intercept those travelling from the west of Bridgwater and from nearby rural areas before they drive through the village up to the HPC development site during the construction phase. Visitors to the HPC development site and the Public Information Centre would be required to use this facility during the construction phase.

The park and ride would be a temporary facility that would be used by EDF Energy for the duration of the construction phase of the HPC Project. Following this, it is envisaged that the proposed development would be removed and the land restored to its existing use (agricultural land).
Williton Park and Ride
The Williton site is a brownfield site (existing lorry park) located adjacent to the B3190, to the south-west of Five Bells and to the west of Williton.

The proposed development would comprise:
- 160 parking spaces, of which four would be accessible spaces and four would be minibus/van spaces;
- eight bicycle parking spaces;
- eight motorcycle spaces;
- five dedicated bus parking bays;
- pick up/drop off facilities for buses;
- kiss and drop facilities;
- waiting facilities;
- security and welfare facilities;
- landscaping; and
- access off the existing B3190 and internal roads.

EDF Energy would require this facility temporarily during the construction phase of the HPC Project and it is envisaged that the site would revert back to a lorry park in the future.
M5, Junction 23 Park and Ride and Freight Management Facility

The Junction 23 site is a greenfield site located west of Junction 23 of the M5, immediately west of the A38 (Bristol Road) adjacent to the A38 Dunball roundabout.

The proposed development would comprise:

- a park and ride facility, including hardstandings for vehicle parking for up to 1,300 cars, minibuses and vans, and associated motorcycle, bicycle and bus parking spaces; bus terminus; and ancillary structures, including bus shelters and amenity/welfare and security buildings;
- a freight management facility, including hardstanding for vehicle parking for 85 heavy goods vehicles (HGVs) and other vehicles; a freight checking area; associated car parking and ancillary structures, including an administration/amenity and security building;
- a consolidation facility for postal/courier deliveries comprising a consolidation facility building with associated parking area;
- a worker induction centre comprising induction space and welfare facilities; and 120 car parking spaces and motorcycle and bicycle spaces;
- new site access and site access improvements comprising realignment of the highway arrangements off the Dunball roundabout;
- internal roads and a roundabout;
- works to River Parrett flood defences;
- landscaping, screen planting, ecological mitigation area and the provision of earth bunds for visual mitigation and spoil storage;
- surface water drainage infrastructure (including detention pond); and
- other ancillary development, including fencing, lighting, CCTV, signage and utilities.

This would be a temporary facility, which would be used by EDF Energy for the duration of the construction phase of the HPC Project. The site could then be restored to its current agricultural use with landscaping, drainage and ecological mitigation habitats left in place. Alternatively, the site could be retained in part to allow for future use.
M5, Junction 24 Park and Ride and Freight Management Facility

The Junction 24 site is a brownfield site located to the north-west of Junction 24 of the M5, between the M5 and A38 (Taunton Road).

The site would be available during the early part of the construction phase, before any of the other associated development sites become operational.

The proposed development would comprise:

- a park and ride facility, including parking within the existing warehouse building and externally for up to 1,300 cars, minibuses and vans, reducing to 698 spaces once the facilities at Junction 23 become available, and associated motorcycle, bicycle and bus parking spaces; bus terminus; and ancillary structures, including bus shelters and amenity/welfare and security areas/buildings;
- a freight management facility, including an area for vehicle parking for 140 heavy goods vehicles (HGVs), reducing to 55 spaces once the facilities at Junction 23 become available; a freight checking area; and ancillary structures, including administration/amenity and security areas/buildings;
- a temporary consolidation facility for postal/courier deliveries comprising a consolidation facility building with associated parking area, until the facilities at Junction 23 become available;
- a temporary worker induction centre located within existing tray wash and vehicle maintenance building comprising induction space and welfare facilities; and 75 car parking spaces and motorcycle and bicycle spaces, until the facilities at Junction 23 become available;
- internal roads;
- landscaping; and
- other ancillary development, including fencing, lighting, CCTV, signage and utilities.

EDF Energy would require this facility temporarily during the construction phase of the HPC Project. Any temporary built works would then be removed to allow the site to be available for storage/distribution purposes in the future.
Combwich

Combwich Wharf is an existing facility located to the east of Combwich, on the River Parrett. The proposed freight laydown facility is proposed to the south-east of the village, adjacent to the Combwich Wharf access road. This access road provides direct access to the C182 (bypassing the village), which leads directly to the HPC development site.

The refurbishment and extension of the existing Combwich Wharf facility is an important element of the commitment within the transport strategy to maximise the use of the sea to bring construction materials to the HPC development site.

The proposals would involve the demolition of redundant features and the creation of new berthing facilities (abnormal load quay and goods wharf) and modifications to the berthing bed within the River Parrett. This would be a permanent facility that would continue to be used by EDF Energy in the operational phase of the HPC Project.

The freight laydown facility would be divided into four areas:

- site entrance and exit area, traffic lane, welfare/amenity/administration, security buildings and parking area for 50 vehicles, of which two spaces would be reserved for accessibility parking;
- AIL storage area;
- AIL and container storage area; and
- container and pallet storage area.

Land surrounding the platform would include landscaping, spoil storage areas, a flood defence bund and surface water attenuation ponds.

The principal use of the laydown facility would be for the storage of water-borne deliveries via Combwich Wharf. However EDF Energy needs to retain flexibility in its freight logistics programme, and there may be times where areas on the laydown facility are free when goods coming by road would be stored here rather than the HPC development site.

This would be a temporary facility, which would be used for the duration of the construction phase of the HPC Project. Following this, the wharf would be used on an ad-hoc basis by National Grid and the Hinkley Point power stations. It is envisaged the freight laydown facility would be removed entirely and the land restored to agricultural land.
Highway Improvements
A package of highway improvements has been developed within Bridgwater and on the local highway network, particularly the A39 and C182 (Hinkley Point road). These include junction improvements, traffic calming measures and safety enhancements, along with the Cannington bypass.

The following improvements would be permanent and leave a lasting transport improvement legacy:
- A38 Bristol Road/The Drove Junction;
- A39 Broadway/A38 Taunton Road Junction;
- A38 Bristol Road/Wylsds Road Junction;
- Wylsds Road/The Drove Junction;
- A39 New Road/83339 Sandford Hill Roundabout;
- M5 Junction 23 Roundabout;
- Washford Cross Roundabout;
- Claylands Corner Junction;
- C182 Farringdon Hill Lane, Horse Crossing;
- Cannington Traffic Calming Measures; and
- Huntworth Roundabout.

Cannington Bypass
EDF Energy proposes to build a Cannington bypass which would remain once the construction of the power station is completed, diverting traffic away from the centre of the village. It will also help to reduce construction traffic through the village once completed.

The bypass will be routed to the west of the village, linking the existing western roundabout on the A39 Cannington southern bypass directly with the C182 (Rodway) leading to Hinkley Point to the north. The development will comprise:
- a 1.5km single carriageway road, with a design speed of 40 miles per hour, 7.3m wide with a 2.5m wide verge on the west side and a 3.5m wide cycle/footway on the eastern side;
- a new roundabout to join the C182 (Rodway) and alterations to the alignment of the existing side roads and accesses including the C182 (Rodway), Chad’s Hill, Withiel Drive and Sandy Lane, and field accesses;
- environmental mitigation, including earth bunds, screen planting and an ecological underpass;
- drainage, including culverts and balancing ponds; and
- associated signage, crossings, services and lighting.

Construction of the bypass would commence in the first quarter of 2013 for approximately 21 months; and would be operational from Quarter 4 2014. The proposed development would be adopted as a public highway by the Highway Authority (Somerset County Council).
Benefits for the Local Community

Community Benefits
EDF Energy's Vision for the HPC project includes:
• striving to ensure that the inherent benefits of the investment are captured in a way that maximises its practical contribution to the local and regional economy; and
• ensuring that any significant adverse effects of the construction, operation or decommissioning of the power station are mitigated in a way that is environmentally responsible and sensitive to the needs of the local community.

EDF Energy is proposing a wide range of initiatives and mitigation measures that will provide both immediate and legacy benefits for the local community.

Local Economy and Business
Measures have been proposed to ensure local people and businesses can take advantage of the opportunities created by the HPC Project.

These include:
• More than £6 million of investment in local colleges to improve education and training and help local people into construction and operational jobs at HPC, through apprenticeships, a Construction Skills Centre and the Hinkley Ready project;
• Jobs Brokerage and Outreach schemes to publicise vacancies and match these to local residents;
• Building a database of Somerset suppliers, hosting ‘meet the buyer’ events and visiting local suppliers to explain project requirements;
• Helping to facilitate a low carbon business cluster in Somerset; and
• Potential Enterprise Centre for West Somerset to assist local businesses to provide services to the workforce;

Mitigation Package
In order to mitigate the impacts of the HPC Project, EDF Energy has proposed the following:
• Comprehensive package of road and safety improvements including junction upgrades in the Bridgwater area, a Cannington bypass and safety improvements along the A39 and C182 Hinkley Point road;
• Property Price Support Scheme for residents in the immediate vicinity of the main HPC development site;
• Noise insulation schemes for residents near the main site, and properties in Cannington and Combwich potentially affected by increased noise levels;
• £5 million Housing Fund to invest in housing within the local community and to mitigate any potential effects of the development on the housing market;
• Funding for policing including a Safety Beat Team and Community Safety Officers;
• £1.75 million towards providing new or improved sports and leisure facilities in West Somerset and Sedgemoor districts;
• Financial support as required for local health services; and
• £20 million Community Fund to mitigate the intangible impacts of the development.

HPC – Key Economic Benefits
• Secure, low carbon energy for around 5 million homes
• Multi-billion pound investment in the UK’s economy
• Permanent addition of £144 million each year to the UK’s Gross Domestic Product (GDP)
• 5,000 construction jobs expected to be filled by Somerset residents
• 900 operational jobs at the power station
• £100m investment each year in the regional economy during peak construction
• £40m investment each year during 60 years of operation

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Having Your Say

Commenting on EDF Energy's Proposals

EDF Energy's application for a DCO for HPC will be considered by the IPC.

If you wish to comment on the application you must do so to the IPC and not to EDF Energy. You will need to register as an ‘interested party’ with the IPC by Monday, 23 January 2012.

Full details of EDF Energy's DCO application and how you can comment are available from the IPC's website using the following link:

Alternatively, you can contact the IPC using the following details:
Infrastructure Planning Commission
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Tel: 0303 444 5000
E-mail: ipcenquiries@infrastructure.gsi.gov.uk

Please note that the IPC publishes advice for those wishing to comment on Nationally Significant Infrastructure Projects (NSIPs) such as the application for Hinkley Point C. Guidance Note 8 is the relevant document and this is available to download from the IPC’s website at:

This guidance note may also be obtained direct from the IPC using the contact details shown above.

Accessing the Documentation

The full application can be viewed on the IPC’s website.

In addition, printed copies for public inspection are available at:
- Taunton Library: Paul Street, Taunton TA1 3XZ (open Monday, Tuesday and Thursday 9.30am to 5.30pm, Wednesday and Friday 9.30am to 7pm, Saturday 9.30pm to 4pm)
- West Somerset Council: West Somerset House, Killick Way, Williton TA4 4QA (open Monday to Thursday 8.30am to 5.00pm and Friday 8.30am to 4.30pm)
- Sedgemoor District Council: Bridgwater House, King Square, Bridgwater TA6 3AR (open Monday to Friday 8.45am to 5pm)

EDF Energy's office in Bridgwater: 14 King Square, Bridgwater, TA6 3DG (9am-5pm, Monday – Friday, excluding public holidays).

Copies of the full suite of application documents can be obtained from EDF Energy on request - free of charge for an electronic copy, or at a charge of £4,000 for a hard copy. Copies of individual documents are also available on request and a charge may apply. Details are available via www.edfenergy.com/newnuclear/hinkleypointc

In addition, copies of this brochure, the Environmental Statement Non-Technical Summary and the Consultation Report Executive Summary document are available free of charge at the locations above, at other public libraries and tourist information centres in Somerset, and will be available at the EDF Energy information events.

EDF Energy Information Events

To highlight its proposals and help people access documentation and make any representations to the IPC, EDF Energy is holding a series of public information exhibitions as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Venue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday 7 January 2012</td>
<td>10am – 2pm</td>
<td>Danesfield School, Williton, Somerset, TA4 4SW</td>
</tr>
<tr>
<td>Saturday 7 January 2012</td>
<td>10am – 2pm</td>
<td>The Main Hall, Bridgwater College, Cannington, Somerset, TA5 2LS</td>
</tr>
<tr>
<td>Monday 9 January 2012</td>
<td>4pm – 8pm</td>
<td>Sedgemoor Hall, Sedgemoor Auction Centre, North Petherton, Somerset, TA6 6DF</td>
</tr>
<tr>
<td>Monday 9 January 2012</td>
<td>4pm – 8pm</td>
<td>The Exchange, Bridgwater, Somerset, TA6 4RR</td>
</tr>
<tr>
<td>Tuesday 10 January 2012</td>
<td>4pm – 8pm</td>
<td>Otterhampton Village Hall, Otterhampton, Somerset, TA5 2QS</td>
</tr>
<tr>
<td>Wednesday 11 January 2012</td>
<td>4pm – 8pm</td>
<td>Bridgwater Town Hall, High Street, Bridgwater, Somerset, TA6 3AS</td>
</tr>
<tr>
<td>Wednesday 11 January 2012</td>
<td>4pm – 8pm</td>
<td>Victory Hall, Stogursey, Somerset, TA5 1PR</td>
</tr>
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Next Steps
EDF Energy’s application for Hinkley Point C will be examined by the IPC. The next steps in the IPC’s process are described below:

- **Pre-examination:** You have from 2 December 2011 until 23 January 2012 to register with the IPC as an interested party to make a representation. Those who register will be entitled to provide evidence in writing to support their representation, to attend the Preliminary Meeting, to request an open floor hearing and to speak at other hearings where appropriate.

- **Examination:** After the Preliminary Meeting, the IPC has six months to carry out its examination of EDF Energy’s plans. During this stage, people who have registered as an interested party are invited to provide more details of their views in writing. They may also request that open floor hearings are held.

- **Recommendation:** The IPC then makes a recommendation to the Secretary of State for Energy & Climate Change.

- **Decision:** The Secretary of State will make the final decision.

**How to contact EDF Energy**
- Drop into or write to EDF Energy’s Bridgwater office: 14 King Square, Bridgwater, TA6 3DG (9am-5pm, Monday – Friday, excluding public holidays)
- Call 01278 444 600
- Email: hinkley-enquiries@edf-energy.com

We also have an interpretation service available.

If you have a general EDF Energy customer/billing enquiry, please call 0800 096 9000.

Please note that any comments on our plans for HPC should now be addressed to the IPC (see contact details on page 27) and not to EDF Energy.
Navigation Guide for the Application

This guide summarises the structure of EDF Energy’s application for development consent for the Hinkley Point C (HPC) Project to the Infrastructure Planning Commission (IPC). It explains the structure of EDF Energy’s application and the principal contents within each ‘category’ of documents.

Document Categories

Due to the size and scale of the application, the documents have been grouped to correspond with the IPC’s suggested eight ‘categories’ for application documents.

Each category has been colour-coded and, for ease of reference, these categories and their corresponding colour are used in the table headings below. These colours are also shown on the spine and front covers of the application documents.

The size of each category varies according to the number of individual documents, with several documents making up each category. Some categories, for example the Environmental Statement, are contained in multiple folders.

This category contains the Application Form, copies of the newspaper notices publicising consultation, and a glossary setting out the terms used in the application.

This category contains the various plans provided to accompany the application.

2. Plans cont...

The Land Plans, Works Plans and Rights of Way Plans will form part of the Development Consent Order (DCO) itself as they identify the Order Limits, the location of the works for which development consent is sought and the location of the Rights of Way that are to be stopped up or diverted under the DCO.

The other plans consist of a set of plans, elevations and sections for the HPC Development Site, the associated development sites and the highway improvements. Some of these plans are submitted for approval and some are for illustrative purposes only. Further detail on the design of the proposed developments can be found in the Design and Access Statements contained in the category ‘8. Other Documents’.

3. Reports cont...

The Environmental Protection Act Statement explains whether the HPC Project would cause any statutory nuisance.

The Hinkley Point C Project Report to inform the Habitats Regulations Assessment contains the information necessary for the appropriate authority to carry out the appropriate assessment required under the relevant habitats legislation.

4. Environmental Statement

This category contains the Environmental Statement and annexed documents.

The Environmental Statement sets out the assessment of the likely significant impacts of the HPC Project on the environment. It comprises:

- a Non-Technical Summary;
- an introductory volume (volume 1);
- a volume presenting the assessment of the main HPC development and the highway improvements (volume 2);
- eight volumes – each volume presenting the assessment of each of the off-site associated developments (volumes 3 to 10); and
- a volume on project-wide and wider cumulative impacts (volume 11).

The volumes are divided into chapters which detail the HPC Project proposals and present the technical assessments on a topic by topic basis.
4. Environmental Statement cont...

The annexes to the Environmental Statement include:
- the IPC’s April 2010 Scoping Opinion (a written statement on the extent, study areas and methodology of environmental impact assessment proposed by EDF Energy to identify the impacts of the HPC Project);
- the Construction Method Statement;
- Environmental Management and Monitoring Plans;
- a Waste Management Implementation Strategy;
- a Community Safety Management Plan; and
- the Transport Assessment (including a Freight Management Strategy, a Framework Travel Plan and a Bridgwater Bypass Study).

5. Draft Development Consent Order cont...

This category contains the Draft Development Consent Order (DCO) and the Explanatory Memorandum.

The draft DCO contains the legal powers which are being applied for in order to construct and operate the HPC Project. The draft DCO also contains a series of ‘Requirements’, similar to planning conditions which set out various controls / requirements if consent is granted.

The Explanatory Memorandum explains the purpose and effect of each provision of the draft DCO. It also explains any differences between the provisions in the draft DCO and the general ‘model provisions’ for DCOs, which are used as a guide by developers.

The draft DCO is also accompanied by a comparison between the provisions of the draft DCO and the general

6. Compulsory Purchase Information

This category contains compulsory purchase information comprising the Statement of Reasons, Funding Statement and Book of Reference.

Compulsory purchase information is required because powers of compulsory purchase are being sought from the IPC. The Statement of Reasons explains why the powers of compulsory acquisition are necessary in order to implement the Project, and why there is a compelling case in the public interest to grant those powers. The Funding Statement explains how the proposed compulsory acquisition would be funded. The Book of Reference sets out those interests over which powers of compulsory purchase are sought.

7. Additional Information

This category contains the Grid Connection Statement which explains who will be responsible for designing and building the connection of the HPC power station to the national grid high voltage transmission system. The statement must be provided because EDF Energy is applying for development consent to construct and operate an onshore generating station.

8. Other Documents

This category contains various additional documents which EDF Energy has chosen to submit in support of its application.

There are eleven Design and Access Statements: one for the HPC Project as a whole; one for the HPC development; one for the HPC on-site accommodation campus; and one for each of the off-site associated developments (excluding the highways improvements). The Design and Access Statements set out the design vision, principles and concepts, and the various proposals.

The Planning Statement presents and reviews the HPC Project proposals within the context of planning policy. The appendices to the Planning Statement include the Alternative Site Assessment, the Post-operational Strategy for the off-site associated development sites (excluding the highway improvements) and the Proposed Heads of Terms for the DCO Section 106 Agreement.

The Accommodation Strategy sets out the proposed approach to securing accommodation in the local area for non-home-based construction workers.

The Sustainability Statement presents the sustainability strategy for the HPC Project.

The Health Impact Assessment assesses the potential health impacts of the HPC Project on the local population and sets out how any impacts would be mitigated.

The HPC Landscape Strategy sets out the overall strategy for restoration of the landscape at the HPC development site.
8. Other Documents cont...

once construction of the permanent HPC development has been completed.


Copyright Note:
Any plans, drawings and materials submitted by EDF Energy as part of the Application to the Infrastructure Planning Commission are protected by copyright. You may only use this material (including taking copies of it) in order to (1) inspect those plans, drawings and materials at a more convenient time or place; or (2) to facilitate the exercise of a right to participate in the pre-examination or examination stages of the Application which is available under the Planning Act 2008 and related regulations. Further copies must not be taken without the prior permission of EDF Energy.
A Visualisation of Hinkley Point C

The National Grid overhead lines and tower (pylon) positions illustrated are indicative only and are one of two options presently being developed by National Grid. These overhead lines and pylons will be subject to a separate DCO application by National Grid and will be refined following Public Consultation, further environmental studies and detailed overhead line design.
Any plans, drawings and materials submitted by EDF Energy as part of the Application to the Infrastructure Planning Commission are protected by copyright. You may only use this material (including taking copies of it) in order to (1) inspect those plans, drawings and materials at a more convenient time or place; or (2) to facilitate the exercise of a right to participate in the pre-examination or examination stages of the Application which is available under the Planning Act 2008 and related regulations. Further copies must not be taken without the prior permission of EDF Energy.

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