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6th December 2019

Dear Mr Jones,

Planning Act 2008 (as amended)

Application by EDF Energy (Thermal Generation) Limited for an Order Granting Development Consent for the West Burton C power station – Examination – Applicant's Response to Deadline 2

On behalf of EDF Energy (Thermal Generation) Limited, please find enclosed the Applicant's responses and information pursuant to Deadline 2, in accordance with the Rule 8 Letter, dated 6 November 2019.

Deadline 2 submissions

The documents submitted in support of the Applicant's submission to Deadline 2 are as follows:

1. the Applicant's Covering Letter (i.e. this document) (**Document 9.1**);
2. an updated Navigation Document including all documentation submitted since the Application was submitted (**Document 1.3B**);
3. the Applicant's Responses to the ExA's Written Questions (ExQ1) (**Document 9.2**);
4. Natural England letter (dated 27th November 2019) regarding the draft European Protected Species Mitigation licence application (**Document 9.3**) and the accompanying Figure submitted as part of the application (**Document 9.4**);

5. Factual Report on Ground Investigation (SOCOTEC UK Limited, February 2018) (**Document 9.5**);
6. New and updated Environmental Statement Figures, referred to in Document 9.2 as follows:
 - a. (New) Figure 7.1: Transport Assessment Study Area (**Document 9.6**);
 - b. (Revised) Figure 10.16: Viewpoint 11 – Revision 1 (**Document 9.7**);
 - c. (New) Figure 13.1: Relevant Local Businesses and Residential Receptors Considered (**Document 9.8**);
7. Updated draft Development Consent Order (Version 1) – Tracked (**Document 2.1A**) and Clean (**Document 2.1B**), including pdf and word versions;
8. Table of Amendments to the draft Development Consent Order (**Document 9.9**);
9. Schedule of Other Consents and Licenses (Version 1) – Tracked (**Document 4.2A**) and Clean (**Document 4.2B**); and,
10. Framework Construction Transport Management Plan (Version 1) – Tracked (**Document 7.6A**) and Clean (**Document 7.6B**).

Statements of Common Ground

The Applicant is continuing to liaise with Nottinghamshire Wildlife Trust and Bassetlaw District Council regarding the respective Statements of Common Ground (SoCG). The SoCGs will be completed and submitted at the first available Examination Deadline.

Applicant's Comments on the Local Impact Reports (LIRs)

The Applicant has considered the LIRs received from Bassetlaw District Council (**REP1-018**) and West Lindsey District Council (**REP1-020**) and wishes to make the following comments:

- **Scope of the development:** The Applicant notes West Lindsey District Council's 'preference' for a single rather than five turbines on landscape and visual grounds. Consent is sought for up to five turbines and the Applicant has explained in **APP-033 (Chapter 4: The Proposed Development)** why it is necessary to retain flexibility in terms of equipment to be installed and the final arrangement for Work No. 1, as such matters cannot be confirmed until the tendering process for the design and construction of the generation station has been completed, which will only happen when and if consent is secured. The Applicant has had careful regard to the Planning Inspectorate's Advice Note 9: *Using the Rochdale Envelope*. In the Environmental Statement (ES), the realistic

likely worst-case scenario was determined to be up to five slightly smaller diameter stacks spread evenly across the Proposed Power Plant site for the purposes of assessing impacts and therefore determining whether effects would be significant. The assessment concluded that this worst-case scenario will not have a significant effect on either the landscape character, or visual amenity of receptors within West Lindsey.

At the request of the ExA (**PD-006**, ExQ1.7.2), the Applicant has also considered the effects on an additional footpath along the River Trent to the east of the Site (Lea 41/1) within West Lindsey and concluded that views would be dominated by existing West Burton Power Station infrastructure and would result in effects that are similar to those assessed at Viewpoint 10 (i.e. not significant) during construction, operation and decommissioning (the Applicant's full response is provided in **Document 9.2**). In landscape and visual terms and for all other environmental disciplines presented in the ES, the Proposed Development does not result in significant effects on West Lindsey District. It is worth noting that a SoCG has been agreed with West Lindsey District Council (**REP01-012**) that includes confirmation of agreement on a wide range of matters. This includes design and flexibility, including that the use of the Works Plans (**APP-009 – APP-0018, Document 3.2**) and draft DCO (**APP-004, Document 2.1: Requirement 5 – detailed design**) provides sufficient control and certainty over the final design of the Proposed Development.

On this basis, there is no material planning reason as to why a Development Consent Order should be restricted to a single turbine option.

- **Transport matters:** The Applicant notes the comments of Bassetlaw District Council on the provision of travel planning, citing the need to engage with Nottinghamshire County Council, but also their recognition that 'sufficient measures are suggested by the applicant to minimise the impact of the scheme on the highway network'. It is worth noting that a SoCG has been agreed with Nottinghamshire County Council (**REP1-013**) that includes confirmation that it agrees with the commitments and controls to be secured through the measures set out in **APP-140 (Document 7.6: Framework Construction Traffic Management Plan (CTMP))** and **APP-141 (Document 7.7: Framework Construction Workers' Travel Plan)**, which would be controlled by Requirements 17 and 18 of the draft DCO (**Document 2.1A** and **Document 2.1B**).

The Applicant also notes the comments that consideration should be given as to how the use of rail and river movements could be utilised in order to reduce the reliance on the road. Paragraph 1.8.1 of the Framework CTMP (**APP-140, Document 7.6**) explains that the appointed contractor will review options for the use of rail and water when sourcing

construction materials. This is not limited to Abnormal Indivisible Loads (AILs). The Site is rail connected with the Lincoln to Sheffield railway line running north-east/south-west along the western boundary of the West Burton Power Station site. This existing rail line has been used for delivery of coal, limestone and gypsum to the West Burton Power Station site on a regular basis. As such, if the origin of construction materials is rail connected, delivery by rail may be possible. The rail-offloading area has been included in the draft DCO Order Limits for the Proposed Development (refer to **APP-017, Document 3.2: Works Plan Sheet 9 of 10**).

Historically, AILs to West Burton Power Station have been received at the Port of Hull, barged down the River Trent to a jetty at Cottam Power Station (owned by the Applicant) and then transported for the final six mile road journey through Treswell, South and North Leverton and Sturton-le-Steeple. The route shown on **Figure 2 of APP-052 (Appendix 7A: Transport Assessment)** is therefore already an established potential route option which is considered suitable for the transportation purposes required and has been included in the Application.

It is not possible to commit to the use of rail or other forms of transport (for example, water borne) at this time, because it is not certain where materials required for the construction of the Proposed Development would be sourced from. It is likely that this would not be known with certainty until after the DCO is granted and a contractor is appointed. However, the Applicant is committed to reviewing the viability of transporting materials by sustainable modes of transport during the construction of the Proposed Development. This is secured through the Requirement 18: Construction Traffic Management Plan of the draft DCO (**Document 2.1A and Document 2.1B**).

The Applicant has considered the feedback from the local community, reiterated in the LIR from Bassetlaw District Council (**REP1-018**), in terms of the provision of a '*holding area within their site for the construction vehicles so that the issues caused previously do not happen again*'. Please refer to the Applicant's response in Deadline 1 (**REP1-005**) to the relevant representations no. **RR-017**, as well as the Applicant's response in Deadline 2 to **ExQ1.10.19 in Document 9.2**.

Taking Matters Forward

I would be grateful if you would confirm receipt of the enclosed documentation and above information. Please do not hesitate to contact Emma Wreathall (emma.wreathall@quod.com) or Elizabeth Dunn (Elizabeth.Dunn@burgess-salmon.com) should there be any queries.



Yours sincerely,



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Encs. As above