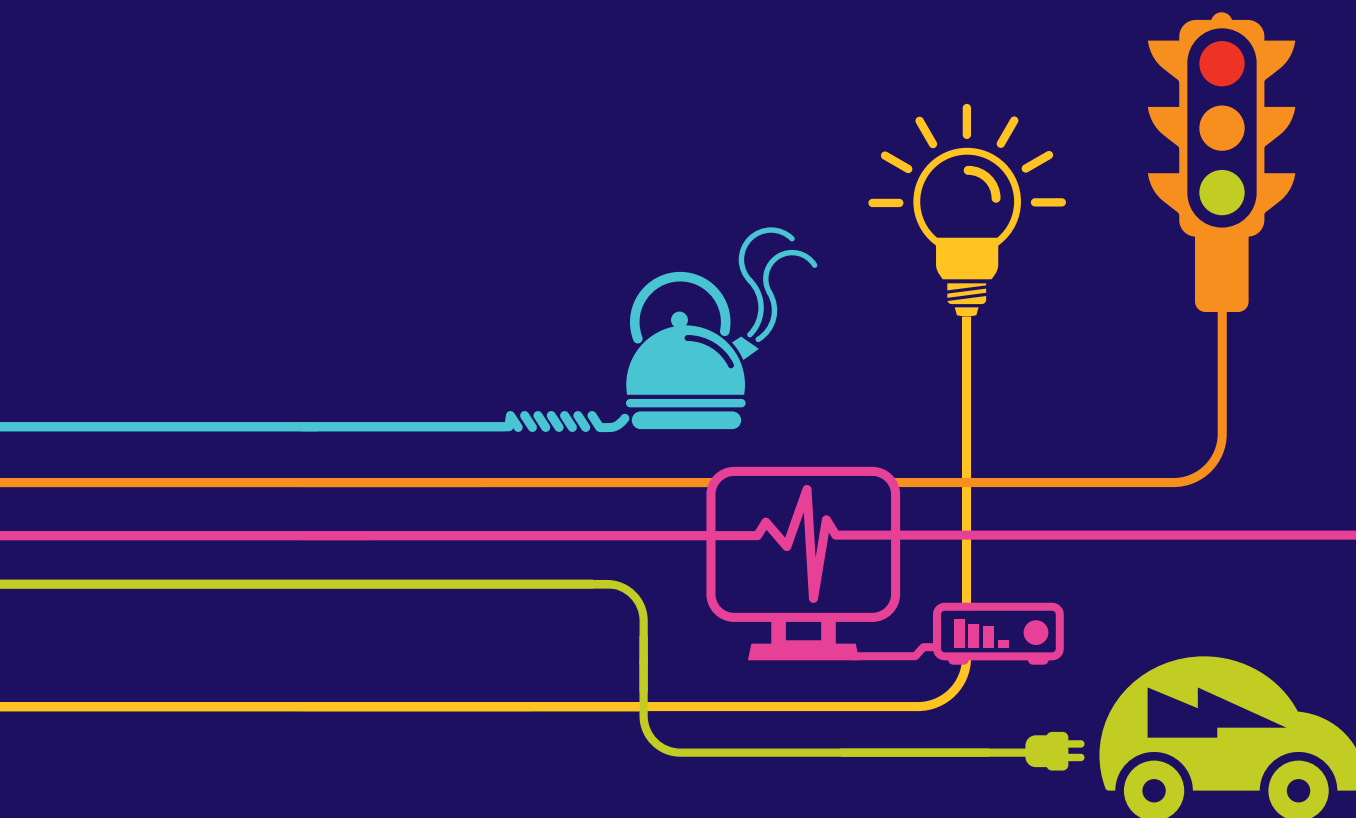


Environmental Statement Update Table for Flood Risk Assessment Route

Hinkley Point C Connection Project

*Regulation 5(2)(e) of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2010*



Hinkley Point C Connection Project

February 2015

**VOLUME 5.23.5.3 – Environmental Statement Update Table for Flood Risk
Assessment Route**

Update Table for Environmental Statement Flood Risk Assessment Route

January 2015

The following table summarises the changes to the Route FRA (**Volume 5.23.5.1**) and Appendices (**Volumes 5.23.5.2.1 and 5.23.5.2.2**) submitted in May 2014. These changes are to be found in the updated Route FRA (**Volume 5.23.5.1A**) and Appendices (**Volumes 5.23.5.2.1A and 5.23.5.2.2A**)

Reference	Reason for Amendment
EX1.8	Comment added related to Programme Sensitivity Test for FRA
EX1.9, Bullet 2	Comment added related to Programme Sensitivity Test for FRA
EX1.14	Comment added related to Programme Sensitivity Test for FRA
EX1.19	Explanation of additions to report
1.1.9	Programme Sensitivity Test for FRA
Tables 2.1 to 2.8	Development description summary updated in each for consistency with other submission documents.
2.13.2	Removal of reference to “five year” programme.
2.13.5	Environment Agency request to address surface water management when ground is saturated, and reference this to the CEMP.
2.13.10	Clarification following comment by Environment Agency. Text added to emphasise that not all Main Rivers are crossed by haul roads or cable bridges; some are oversailed by the overhead lines.
2.13.17	Clarification following comment by Environment Agency. Text added to emphasise that not all Main Rivers are crossed by haul roads or cable bridges; some are oversailed by the overhead lines.
Table 2.10	One crossing (Mark Yeo) was previously not in Table 2-10. Crossing details added. “Bridge” added in column 6 of Table 2-10 to state crossing type.
Tables 2.12 to 2.20	Discussion with Environment Agency on approach to assessing impacting of haul roads and compounds on floodplain led to revised assessment focused on Flood Zone 3 (rather than splitting Flood Zone 2 and 3). Refinement of values for haul road parameters. Table added for Section F, Route Option B.
3.3.3	Comment added related to Programme Sensitivity Test for FRA
4.2.3, 7 th bullet	Request from Environment Agency to specify clearance of 10.9m above <u>mean top of bank</u> .
5.2.1	Comment added related to Programme Sensitivity Test for FRA
5.2.3	Comment added related to Programme Sensitivity Test for FRA
Tables 5.7, 5.9, 5.11, 5.13, 5.15, 5.17, 5.19	Haul road works shown as length (km) rather than area (ha), for clarity.

Reference	Reason for Amendment
6.2.3	Removal of reference to “five year” programme.
Table 7.1	Mitigation measure S6 amended to have lower height stockpiles (1.4m) with shallower side slopes (1:2.5).
7.2.9	Environment Agency request to address surface water management when ground is saturated, and reference this to the CEMP.
Table 7.2	Mitigation Measure H4 amended in response to Environment Agency request to address surface water management when ground is saturated, and reference this to the CEMP.
7.2.10	Environment Agency request to address surface water management when ground is saturated, and reference this to the CEMP.
Table 7.3	Mitigation Measure C2 amended in response to Environment Agency request to address surface water management when ground is saturated, and reference this to the CEMP.
Table 7.6	Mitigation Measure B3 amended in response to Environment Agency request to allow minimum overhead lines clearance of 10.9m above bank level.
7.3.5	Comment added related to Programme Sensitivity Test for FRA
7.4	EA request to provide additional information on floodplain displacement due to construction of haul roads and site compounds. Includes quantification of storage volume losses and resultant increase in floodplain water level. Approach revised in discussion with Environment Agency. Overall conclusion remains the same. Addition of Appendix J to support the analysis.
7.7.6	Request from Environment Agency to specify clearance of 10.9m above <u>mean top of bank</u> (as for Section 4.2.3).
7.8.2	Environment Agency request to provide additional detail on areas potentially affected by compartmentalisation of floodplain. Includes specific reference to five areas. Addition of Appendix J to support the analysis including mapping and commentary for each location.
7.8.3	Emphasise that impacts of haul roads are minor. Comment added on Programme Sensitivity Test for FRA
7.8.4	Response to Joint Reps request for clarification on reinstatement to levels slightly above original ground level for haul road and compound areas.
8.1.7, 2 nd bullet	Comment added related to Programme Sensitivity Test for FRA
8.3.4	Comment added related to Programme Sensitivity Test for FRA
Table 8.1	Surface Water Flood Risk for Route Sections B and D revised from Moderate to Low following more detailed analysis of entire route.
Appendices	
Appendix B	Detail added to how compliance with EN-1 on Flood Risk is met (EN-1 paragraph 5.7.20) following Joint Reps consultation.

Reference	Reason for Amendment
Appendices C, D, F, G, H	Mapping updated for consistency with other submission documents. Mapping ordered alphabetically by Route Section (A-H) with additional mapping for Churchill sub-station.
Appendix I	Mapping updated for consistency with other submission documents. Mapping ordered alphabetically by Route Section (A-H) with additional mapping for Churchill sub-station. Flood Zone 3 background and Digital Terrain Model shading excluded for clarity of mapping.
Appendix J	Addition of Appendix to describe the potential construction impacts on floodplain storage volume and compartmentalisation of flood plain by haul roads, following discussion and correspondence with the Environment Agency.