

# Hinkley Point

News from EDF Energy



July 2010

## 'Preferred Proposals' for Hinkley Point C Unveiled

**EDF Energy has published its 'Preferred Proposals' for the development of Hinkley Point C new nuclear power station for public consultation. The consultation will last for 12 weeks from 9 July to 4 October 2010. During this period, we will be seeking the views of people living in the vicinity of Hinkley Point and the surrounding communities about our revised plans.**

Our proposals for the site and associated developments have evolved in several key areas from the 'Initial Proposals and Options' we outlined during our Stage 1 public consultation last winter.

A summary of the key changes we propose is shown below. Inside this newsletter you will find a table showing the key issues raised by consultees during the Stage 1 consultation

last winter and EDF Energy's response.

We have decided to concentrate accommodation campuses in Bridgwater and on the Hinkley Point C Development Site, provide park and ride facilities at Junctions 23 and 24 of the M5, Cannington and Williton, and develop freight logistics facilities at Junctions 23 and 24 of the M5 and near Combwich Wharf.

We propose a western bypass for Cannington, but we will not be promoting a northern Bridgwater bypass from Dunball across to Hinkley Point. Particular considerations apply to Cannington, which will see the greatest change in traffic flows, and we believe a bypass would be beneficial. After careful consideration we do not believe a Bridgwater bypass is necessary given the other transport measures



Image of proposed development at Hinkley Point C

proposed and because the impacts of the Bridgwater bypass, in terms of time and construction, would be considerable.

Once the second stage of consultation has closed on 4 October 2010, we will review all the comments received before finalising and submitting a planning application to the Infrastructure Planning Commission (IPC) this coming winter. Details of our public exhibition schedule are shown in the table on the back page.

## Summary of Key Changes and Proposals

**A summary of the key changes, which will be detailed in our 'Preferred Proposals' published on 9 July, are:**

### Hinkley Point C Development Site

- The southern limit of the main construction activity has been moved further north, away from nearby residents.
- Early woodland planting will also take place to the south of the new construction fence and a landscaping bund (area of raised ground) established to screen the on-site accommodation campus at the time of its construction.

### Accommodation, Transport and Freight Strategies

- Accommodation campuses for

workers have been concentrated in Bridgwater and on the Hinkley Point C Development Site.

- Freight logistics facilities are focused on sites near Junctions 23 and 24 of the M5 and at Combwich Wharf.
- The western route has been selected for the Cannington bypass.

### Associated Development Sites

- No accommodation campus is planned at Cannington.
- There will not be a freight logistics facility at Cannington.
- The size of the park and ride facility at Cannington has been reduced and this will now be a temporary facility used during the construction phase and removed afterwards.

- No accommodation campus is planned at Williton.
- The size of the park and ride facility at Williton has been reduced and this will now be a temporary facility used during the construction phase and removed afterwards.
- Off-site accommodation campuses will be located on two brownfield sites in Bridgwater.
- The park and ride facility at Junction 24 of the M5 has been expanded.
- Freight logistics facilities will now be located only at Junctions 23 and 24 of the M5 and Combwich Wharf.

Save today. Save tomorrow.



Key Issue	EDF Energy's Response
<b>Preliminary Works</b> <ul style="list-style-type: none"> <li>Extent of southern site boundary</li> <li>Works should not prejudice decision on power station application</li> </ul>	<p>The site boundary has been shifted north away from Shurton in line with requests from local residents.</p> <p>Preliminary works will enable EDF Energy to deliver the new power station earlier, contributing to the Government's objective of providing new sources of low carbon energy as soon as possible. Land will be reinstated if Development Consent is not granted for the main power station.</p>
<b>On-Site Accommodation</b> <ul style="list-style-type: none"> <li>Size of the on-site accommodation campus</li> </ul>	<p>An on-site accommodation campus is essential during peak construction to reduce the need for workers to travel. Many consultation responses suggested that all non-home-based workers should be accommodated on the Hinkley Point C Development Site but we believe an on-site accommodation campus for up to 700 workers is the optimum size.</p>
<b>Southern Landscape Buffer</b> <ul style="list-style-type: none"> <li>Construction boundary should be moved north further away from residents</li> <li>Early landscaping of the boundary rather than a bund</li> </ul>	<p>The southern limit of the main construction activity has been moved further north, away from nearby residents.</p> <p>Early tree planting will be provided to help screen construction activity and a landscaped bund (area of raised ground) established to screen the on-site accommodation campus at the time of its construction.</p>
<b>Construction and Visual Impact</b> <ul style="list-style-type: none"> <li>Minimise visual impact</li> <li>Restore construction area to greenfields</li> </ul>	<p>Much of the Hinkley Point C Development Site will be landscaped and restored following construction to help reduce the visual impact of the power station from the coast and surrounding countryside.</p> <p>Land used for construction will be restored with a mix of fields, woodland and wetland areas.</p>
<b>Spent Fuel and Waste</b> <ul style="list-style-type: none"> <li>Ways and consequences of storing spent fuel on-site</li> </ul>	<p>Spent fuel will initially be stored underwater in the reactor fuel pool and subsequently in an on-site interim storage facility, which will provide cooling and radioactive shielding.</p> <p>Intermediate Level Waste and spent fuel will be safely stored on-site (in compliance with regulation) until the Government's proposed national deep underground disposal facility, or alternative management route, becomes available.</p> <p>Low Level Waste will be treated in a radioactive waste processing building and then transported off-site to a licensed disposal or treatment facility.</p>
<b>On-Site Parking and Access</b> <ul style="list-style-type: none"> <li>Use of proposed emergency access</li> <li>Restrict parking on-site</li> <li>Provide cycle path on Hinkley Point road</li> </ul>	<p>The emergency access road will be used very infrequently and only in emergency situations. It is not intended to be used for construction traffic.</p> <p>Parking will be restricted on-site, particularly during the construction process.</p> <p>The Transport Appraisal does not identify a need for a cycle path.</p>
<b>Amenity and Public Rights of Way</b> <ul style="list-style-type: none"> <li>Keep most footpaths and create new ones</li> <li>Maintain coastal footpath and improve routes to coast</li> <li>Provide visitor centre on-site</li> <li>Provide amenity land on southern boundary</li> </ul>	<p>Existing Public Rights of Way (PRoWs) across the Hinkley Point C site will be closed and diverted around the perimeter. Other PRoWs will need to be temporarily closed or diverted on the land used during construction. Provision will be made for a new footpath around the construction site linking to the existing network. Once construction is complete, PRoWs will be provided across the restored land.</p> <p>The coastal path will be diverted inland during site preliminary works and construction of the sea wall. Once the sea wall is complete, the coastal path will be incorporated on to it.</p> <p>There will be a Public Information Centre on the site for visitors.</p> <p>Access to the land to the south between the construction site and Shurton will be retained.</p>

# Results of Consultation

## Key Issues Raised and EDF Energy's Response

We had around 700 individual responses from the public, community stakeholders and local businesses at our Stage 1 consultation on 'Initial Views on Hinkley Point C'.

Here we summarise the main issues raised during the consultation process and how EDF Energy has responded. The Stage 1 Consultation Report, published in July 2010, and this report will also be widely available at our public events. Both documents can be downloaded from [www.edfconsultation.info](http://www.edfconsultation.info)

Key Issue	EDF Energy's Response
<b>Accommodation Strategy</b> <ul style="list-style-type: none"> <li>Use local labour to minimise migrants</li> <li>Use brownfield sites in Bridgwater</li> <li>Locate accommodation campuses near facilities - limit impact on existing communities</li> <li>Ensure strategy does not undermine tourism</li> <li>Provide additional resources to maintain law and order</li> </ul>	<p>We estimate that around 700 workers will be working at the Hinkley Point C site to maximise the number of workers between 3,000 and 4,000 who do not live locally.</p> <p>Our 'Preferred Provision' in Bridgwater for accommodation is 1,000 beds. We are no longer planning to use sites in Williton and have no plans to use sites in Bridgwater and at other locations.</p> <p>Providing purpose-built accommodation on the main site will limit impact on the tourist industry. Workers will be recruited from the local community where possible and where it happens and provided with facilities.</p>
<b>Transport Strategy</b> <ul style="list-style-type: none"> <li>Build northern Bridgwater bypass</li> <li>Park and ride facility may not work</li> </ul>	<p>We have developed a plan to provide workers to and from the site during peak times;</p> <ul style="list-style-type: none"> <li>operating shift parking</li> <li>providing park and ride facilities</li> <li>providing regular bus services to accommodation</li> <li>providing logistical support</li> </ul> <p>With the benefits of the bypass and the existing road network, it is appropriate to provide a park and ride facility to mitigate the impacts of the bypass. The park and ride facility will be strictly limited to cars and travel to Hinkley Point C. Park and ride facilities will be strictly limited to cars and travel to Hinkley Point C and ride facilities.</p>

# Stage 1

## on

### EDF Energy's Response

#### Responses from members of the public and statutory consultees to our 'Preferred Proposals and Options' for the Hinkley Point C Development Site

raised during the consultation period have been responded to. Full details of the Stage 1 responses, and our response are given in our 'Preferred Proposals and Options' published on 9 July. A summary of responses is available at our public consultation page, which can be downloaded at the link below.

#### Response

At the peak of construction around 5,000 people will be working at the Hinkley Point C Development Site. Our aim is to employ a mix of local and regional workers but we still expect around 3,500 workers to need accommodation because of the scale of the project.

Our 'Preferred Proposals' include the use of brownfield sites in Bridgwater for accommodation campuses and freight logistics facilities. We are proposing accommodation campuses in Cannington and Williton. We have concentrated accommodation campuses in Cannington and Williton at the Hinkley Point C Development Site.

We are also proposing accommodation campuses in Bridgwater and Williton. This will help to prevent long-term effects to the local communities.

We are required to maintain a high standard of conduct in the construction and operation of the project. We will work with local partners to ensure this includes providing support for local police, health and educational facilities.

We will develop a comprehensive transport strategy to help move workers from the Hinkley Point C Development Site by: providing bus services; and providing facilities to minimise freight on the roads.

As part of this strategy, traffic can be accommodated within the local road network. We have concluded that it would not be necessary to provide a northern Bridgwater bypass since the Hinkley Point C traffic impacts are small and the bypass construction considerable. Our proposals are designed to ensure that workers leave their homes in Bridgwater by bus. As parking on the site itself is limited, most workers will be required to use the park and ride facilities at key locations; provide bus services from the local area including the Hinkley Point C Development Site; and provide facilities to minimise freight on the roads.

Key Issue	EDF Energy's Response
<b>Cannington</b> <ul style="list-style-type: none"> <li>Damaging long-term impact on village</li> <li>No accommodation campus</li> <li>No freight logistics facilities</li> <li>No park and ride facility</li> <li>Divided views on eastern or western bypass</li> </ul>	<p>We believe our 'Preferred Proposals' will have less long-term impact on the village than those consulted on as part of our 'Initial Proposals and Options'.</p> <p>We no longer plan an accommodation campus in Cannington.</p> <p>We no longer plan a freight logistics facility in Cannington.</p> <p>A temporary park and ride facility in Cannington during the construction period will minimise the number of cars travelling through the village. Along with a western bypass this will help to divert traffic away from the village. The park and ride facility will be removed once construction is complete.</p> <p>We believe a western bypass for Cannington is preferable to the eastern route because:</p> <ul style="list-style-type: none"> <li>the western route is shorter and would have lesser environmental impacts;</li> <li>the western route is outside the flood plain and therefore there would be no impact in terms of flood risk; and</li> <li>the western route has fewer residential properties within close proximity, minimising disruption to the local community.</li> </ul>
<b>Williton</b> <ul style="list-style-type: none"> <li>No accommodation campus in Williton</li> <li>Park and ride facility not required in Williton</li> </ul>	<p>There is no accommodation campus proposed for Williton in our 'Preferred Proposals'.</p> <p>We believe a temporary park and ride facility is required to the west of Williton during the peak construction period to intercept workers from the west who would otherwise travel in their cars through the centre of Williton. This park and ride facility will be removed once construction is complete.</p>
<b>Combwich Wharf</b> <ul style="list-style-type: none"> <li>Upgrade the Wharf and provide freight handling without disrupting village</li> <li>Improve local road access</li> </ul>	<p>We propose to strengthen and refurbish the Wharf to bring in large loads by sea. We believe that these works can be undertaken without major disruption to the village.</p> <p>Access to the Wharf and the proposed freight logistics and storage area will be from the existing EDF Energy owned private road leading from the Hinkley Point road, thus avoiding the village of Combwich altogether.</p>
<b>Bridgwater</b> <ul style="list-style-type: none"> <li>Concentrate accommodation campuses in Bridgwater</li> </ul>	<p>Taking account of consultation and site survey work, we have selected two of the four site options in Bridgwater identified in our Stage 1 'Initial Proposals and Options'.</p>
<b>Bridgwater North – J23, M5</b> <ul style="list-style-type: none"> <li>Park and ride and freight logistics facilities preferred on site J23-A</li> </ul>	<p>We have selected this site near Junction 23 of the M5 for the location of a park and ride and freight logistics facilities.</p>
<b>Bridgwater South – J24, M5</b> <ul style="list-style-type: none"> <li>Park and ride facility, ideally to the west of the M5</li> <li>Doubts about freight logistics facility here</li> </ul>	<p>We have selected a site to the west of the M5 near Junction 24 for a park and ride facility.</p> <p>The freight logistics facility planned for this site will consist mainly of space for HGV parking and processing, rather than for the storage of goods and equipment.</p>
<b>Other Issues</b> <ul style="list-style-type: none"> <li>Concerns about health and safety</li> <li>Mitigation, legacy and community benefits</li> <li>Maximise training and employment opportunities for local people</li> </ul>	<p>We have commissioned a detailed Health Impact Appraisal that suggests a range of measures to deal with health issues arising during construction and operation. The study also concludes that the Hinkley Point C Project does not constitute a significant risk to health from radiological emissions and is well within internationally recognised guidelines set to protect health.</p> <p>Our proposals are designed to mitigate the direct and tangible impacts of development and leave a legacy of benefits from the construction and operation of the power station. A Mitigation Fund will be established to deal with the intangible impacts of the development on local communities.</p> <p>EDF Energy is investing in local skills training and working with educational establishments and other relevant organisations to maximise employment opportunities for local people.</p>

# Consultation Timeline

Please come along to any of our public exhibitions to find out more about our 'Preferred Proposals' and let us know your views. Members of the EDF Energy project team will be on hand to answer questions.

Date	Venue	Timings
Saturday 10 July	The Main Hall, Bridgwater College, Cannington, TA5 2LS	10am – 4pm
Monday 12 July	North Petherton Community Hall, TA6 6QA	12pm – 6pm
Tuesday 13 July	Otterhampton Village Hall, TA5 2QS	2pm – 8pm
Wednesday 14 July	Stogursey Victory Hall, TA5 1PR	2pm – 8pm
Thursday 15 July	The Exchange, Bridgwater, TA6 4RR	2pm – 8pm
Friday 16 July	Angel Place Shopping Centre, Bridgwater, TA6 3TQ	9am – 6pm
Saturday 17 July	Danesfield School, Williton, TA4 4SW	10am – 4pm
Monday 19 July	Princess Theatre, Burnham-on-Sea, TA8 1EH	2pm – 8pm
Wednesday 8 September	Morrisons Car Park, Bridgwater, TA6 3LN	10am – 6pm
Saturday 11 September	Asda Car Park, Bridgwater, TA6 5AZ	10am – 4pm

The exhibition will be available to view at our Bridgwater office during normal office hours from 20 July until the end of the consultation period on 4 October 2010.

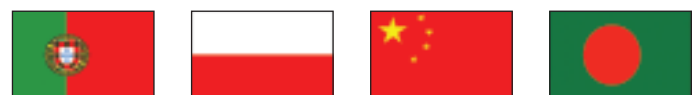
If you are unable to attend the exhibitions due to mobility issues, we will be happy to arrange for one of our team to visit you at your home in order to discuss the proposals and answer any queries you may have. If you would like to arrange a visit from 20 July to the end of September, please contact us and we will arrange a time and let you know who will be attending - please



Stage 1 consultation exhibition (November 2009)

note our staff will have identification with them so please ask them to produce it if you have any queries about visitors to your home.

The Preferred Proposals: Summary Document will also be available in Portuguese, Polish, Chinese and Bengali.



We have a translation and interpretation service available. This newsletter and other summary documents can be provided in large print on request.

## Have Your Say

We welcome your comments on our Stage 2 'Preferred Proposals'. You can respond in the following ways:

Fill out our questionnaire either:

- Online on our website [www.edfconsultation.info](http://www.edfconsultation.info) (from 9 July)
- At computer terminals provided at our public exhibitions
- By hand at our public exhibitions
- Posting it back to us using the Freepost address.

Alternatively, please contact us by:

- Email: [enquiries@edfconsultation.info](mailto:enquiries@edfconsultation.info)

- Send a letter to: **FREEPOST CONSULTATION RESPONSE\*** (no stamp or further address required)
- Drop in to our Bridgwater office: 14 King Square, Bridgwater TA6 3DG
- Call us on: **01278 444 600** or **0800 169 6507\***

**Please ensure that you give us your comments no later than Monday 4 October 2010.**

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