

"Dovedale"  
23 Brownings Road  
Cannington  
Bridgwater  
Somerset  
TA5 2RH

IPC

17 AUG 2010

REF:

14 August 2010

Mr Mark Wilson.  
Case Leader  
Infrastructure Planning Commission  
Temple Quay House  
Temple Quay  
BRISTOL  
BS1 6PN

Dear Mr Wilson

Re: Hinkley Point C: - *second stage consultation*

Further to our letter dated 19 July 2010 we are writing again to you, EDF and local Councils following a meeting held by our local Parish Council/EDF/villagers on 20 July 2010 where we were informed by EDF of the following very disturbing news.

We were, until this meeting, completely unaware of EDF's intention to ***commence building all proposed infrastructure at once, before obtaining full planning permission.***

Their intention to commence *before the Western Bypass is completed* will mean all construction workers and large, noisy, heavy vehicles carrying aggregate etc to build the proposed bypass, Combwich wharf improvements, jetty and preparation work at Hinkley Point for the new reactor will negotiate the already congested streets of Bridgwater, NDR, A38, A39 and lastly ***RIGHT THROUGH THE CENTRE OF THE HISTORIC, PICTURESQUE VILLAGE OF CANNINGTON.***

For the residents who live, shop and commute along these country roads it will not only be frustrating, but infuriating and extremely dangerous for the 18 months plus it will take to build the Cannington bypass. The sheer size of these construction vehicles along with the noise pollution will be both frightening and intimidating. When a road traffic accident on the A39 "Red Route" occurs there is ***no alternative route for emergency vehicles either to Hinkley Point or any village en-route.*** The use of these country routes for heavy construction vehicles amounts to potential suicide for commuters and residents.

In Cannington these vehicles will pass the local shops, Primary School/College/Village Hall and War Memorial strategically placed at the one and only junction for traffic to Hinkley Point. Throughout the village the pavements are narrow, sometimes less than 1 metre wide and only on one side of the road. Obviously using a pushchair/mobility scooter or simply walking the children to school these pavements were not designed to have construction vehicles travelling alongside. This will be frightening and so absolutely appalling as to be inconceivable to even contemplate.

The proposed infrastructure is not fit for purpose and no realistic traffic modelling has been demonstrated.

It is important for the safety of residents in Bridgwater, Cannington and all the villages surrounding this proposed new build that *EDF are not given permission to increase the use of our present over-subscribed road system.* These roads were not intended to be used by heavy, extra wide construction vehicles and cannot absorb park & ride buses en-route to a large industrial power station complex along with its associated commuter traffic.

It is false economy not to proceed with the construction of a ***Northern Bridgwater Bypass*** of which there are at least two feasible alternative possibilities providing a dedicated route directly to Hinkley Point from Junction 23 of the M5. If a northern Bridgwater bypass were built it would solve the following:

- Gridlock in/around Bridgwater A39/A38 and the artery feeder roads
- Emergency vehicles would have a dedicated direct route
- Cannington left undisturbed
- No need for a park & ride at Cannington
- No buses or commuter traffic to Hinkley Point along the A38, A39, NDR or Cannington
- A dedicated road to service the needs of Hinkley Point Stations A, B, C for their entire lives
- Removal of spent fuel would not come through the villages or the town
- Outage for maintenance and decommissioning
- Any further power stations to be built would have a dedicated route in place

We accept progress but not at the expense of safety and quality of life for the residents of Bridgwater and its rural communities. *It is essential EDF are not permitted to bring construction vehicles through our town and village communities.*

EDF and all other parties concerned should plan and implement one of the viable alternative solutions for a ***Northern Bridgwater Bypass.*** This bypass could surely be constructed within EDF's timescale – if they can be persuaded to do so?

This is an achievable opportunity not to be missed (we may not get a second chance) and one which if sensitively placed would ensure our environment remains protected.

Yours sincerely

The image shows two handwritten signatures in blue ink. The signature on the left is 'G Pope' and the signature on the right is 'P Pope'. Both signatures are written in a cursive, flowing style.

George & Pauline Pope