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**I P C**  
**23 AUG 2010**  
**REF:**

9 Hawkers Close  
Cannington  
Somerset  
TA5 2RJ  
19 August 2010

The Infrastructure Planning  
Commission  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Dear Sirs,

**EDF Planning Application – Hinckley “C” Nuclear Power Station**

Reference my letter of 24<sup>th</sup> June, now that EDF's 2<sup>nd</sup> stage preferred options have been released, I wish to raise further strenuous objections to their proposed application.

At the outset, I wish to make it clear that I am not objecting to the proposed nuclear plant, but to the roughshod manner in which they are treating the community. This I firmly believe is solely down to their choice being based on cheapest option open to EDF, with total disregard of the cost to the local community.

I am sure you will have received many letters of objection for various reasons, however, I believe the strongest of all is the traffic chaos that will result from the proposed route via a Cannington bypass. If EDF would accept their responsibility and construct a dedicated Northern Bypass from Dunball to Hinkley, this would eliminate ±98% of all the objections.

Under current proposals, EDF are talking of a staff of 5,000 personnel, 700 of these to be housed on site at Hinkley. This leaves 4,300 to be transported to Hinkley. They say no on site parking will be allowed - staff will have to be bussed from the park & ride sites. Cannington is the closest park & ride site to Hinkley, providing 360 parking spaces. Working in reverse, these 4,300 staff will require 108 buses per day, from Cannington to Hinkley and the same for the return journeys. This is a total of 216 buses daily for this leg of the journey. The 360 cars travelling to Cannington P&R can only arrive via the A39 from the Whitegates roundabout. A return total of 720 cars, plus the 216 buses is a total of 936 vehicles per day for this leg, which is single carriageway. These 936 vehicles exclude any white van traffic as referred to by EDF and any HGVs, (I believe SDC said 200 per day was unacceptable), carrying large loads of construction materials.

Two fatal accidents on this road over the last two years resulted in total road closure for six hours on each occasion.

EDF claim Bridgwater has extensive road structure with a number of major roads the above traffic could use to pass through the town. **This is total nonsense.** There are only two major routes through Bridgwater, "The Broadway & the NDR". Broadway is already over congested with many delays and the NDR is fast approaching this stage. Sedgemoor Council has already refused planning permissions on the basis that the traffic lights on the NDR are at capacity.

Similarly, EDF claim that the existing Cannington roads could handle the proposed increase in traffic. If this is the case why are they proposing the Western bypass? They say it would be a legacy to the village after completion. **It would only be a liability.** After adoption, the taxpayer will be responsible for the upkeep. The only beneficial users will be traffic to and from Hinkley.

In the interim, during the 18 month construction period, all traffic would have to pass through Cannington village. I wonder whether the large HGVs referred to, (possibly 32 tonners), could negotiate the Rodway/High St./Fore St. junction in Cannington and the junctions of Penel Orlieu/St Mary's St. and Penel Orlieu/Broadway/North St. in Bridgwater! Furthermore, how much structural damage could be created by this volume of HGVs passing by shops and houses in such close proximity? By introducing the proposed Western bypass I can see nothing other than gridlock from the north of Bridgwater to Cannington. This could be an absolute disaster as far as access for any emergency vehicles are concerned. Our Fire Station, Police Station, Ambulance Station and Taunton Hospital would be totally cut off.

I have not yet seen the response to concerns raised by numerous Consultees. Yet EDF are apparently going ahead with preparatory works prior to final approval and planning permission. This is another example of their high handed, arrogant attitude.

According to reports, Highbridge, Burnham and Weston are begging EDF to establish their campuses close to these locations. Bridgwater and South West do not want them. EDF refuse to listen to public opinion.

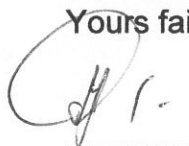
Arup, the outside Consultants, have seen no reason why the Northern Dunball route could not be considered and estimate it could be completed within 18/30 months. EDF say it is not viable yet it was considered a viable option on the earlier Hinkley build.

## **CONCLUSION**

1. Provide the facilities to the north of Bridgwater, construct the Northern Dunball route and leave the South West alone. This would appease all sides of the community. If the Western bypass and splintered park and rides were abandoned, with these efforts concentrated on the Northern route, Arup's estimate of the time scale would probably be closer to the lower end.
2. EDF are looking for the cheapest option available to them and this should not be permitted at the expense, and to the detriment of the local community.

**PLEASE ENSURE WHEN FINAL DECISIONS ARE TAKEN THAT  
EDF ACCEPT THEIR RESPONSIBILITIES TOWARDS THE  
COMMUNITY.**

Yours faithfully



T J Boyd