

27 October 2013

Feedback on Hinkley Point C Connection September / October Consultation 2013

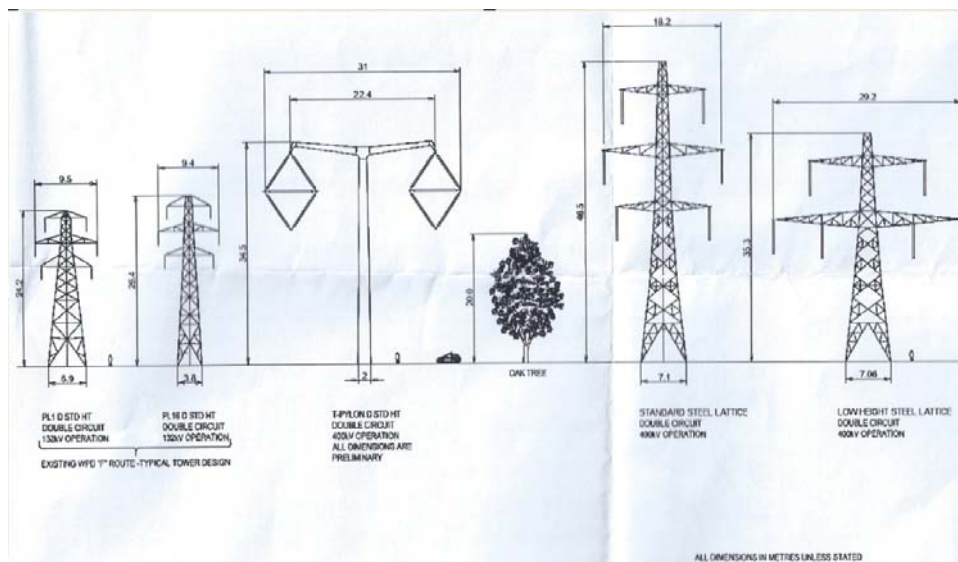
Dear Sir / Madam,

I am writing again to express my latest objections to the latest proposals from National Grid for the Hinkley Point C Connection.

The area of particular concern to myself is the proposed section of T-Pylons running from the sealing end compound located at the end of the underground section through the Mendip Area of Outstanding Natural Beauty, close to the M5 between Biddisham and Loxton, study area 'B', on towards Bridgwater.

Residents of our area have continually argued in favour of either a subsea route directly from Hinkley to Seabank or alternatively extending the currently proposed underground section from Loxton Gap further along the Somerset Levels route towards Mark or even Bridgwater.

In response National Grid have proposed the construction of a cable-end sealing compound, easily visible from Biddisham, combined with the use of 35 metre high T-pylons to replace the current 24 / 26 metre pylons. In addition to the increased height the proposed pylons are also 31 metres wide as opposed to 9.5 metres for the current pylons. Note that these dimensions are taken from National Grid drawing reference G1979.1522B dated July 2013.



The same drawing provides to scale examples of people and also a 20 metre high oak tree. The latter is clearly not sufficiently high or wide to obscure the pylons from view even if given time to grow to that size. What is plainly evident from the drawing is the difference between National Grid's overground proposal and an underground or subsea installation

During the consultation process I have asked National Grid repeatedly why this section cannot proceed underground. They have always stated that the cost is too high and this cost could not be transferred onto the energy consumer as it would be considered too high a price to pay.

I find this an interesting point in light of recent announcements about the expansion of Hinkley C. As far as I am aware EDF themselves are to pay for the development of the new nuclear facilities on the condition of an agreed price per unit of energy with the UK government. This will clearly be paid by the consumer. Why is this acceptable when the cost of undergrounding is not ?

Whilst on the subject of the new Hinkley C sites, the BBC internet site had an interesting article dated 19 March "**Hinkley Point C: Building challenges**" By Tammy McAllister BBC News, Somerset. The article included an artists impression of the two new facilities. The first extremely obvious point is that the facilities are at the waters edge so a subsea route to Seabank would seem to have distinct advantages.



The second point is the following quote from the article.

"There's about three million cubic metres of earth to be moved and that's got to happen before the main construction teams can come in and they've got to build some tunnels to take the cooling water and bring the cooling water out.

Those are over 3km long and so there is a huge tunnelling contract to be done and then you can start putting down foundations for the main construction."

If there is going to be "a huge tunnelling contract" for the power stations themselves is it not feasible to combine this considerable effort with the construction of a subsea route ?

I object to National Grids current proposals. If Hinkley C will not be operational until at least 2023 all options must be given the necessary time to be considered and answers provide to the general public before embarking on the visual destruction of the Somerset countryside.

Regards