

**Otterhampton Parish
Council's
Response to
EDF's Preferred Proposals
For Hinkley Point C**



Comwich

Photograph of wharf and village from across the River Parrett

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Otterhampton Parish Council's Response to EDF's Stage 2 Preferred Proposals

30th September 2010

Introduction

In developing this response great attention was paid to the views of the residents. A public meeting was held on 5th August in the village hall in Combwich when more than 150 people crammed into the room (many were turned away because of the lack of space) and challenged EDF representatives on the company's proposals. On 19th August 85 residents attended a session of the Hinkley Point Community Support Programme in the village hall to further examine the proposals. Finally a questionnaire on the proposals for Combwich was sent to every household and produced a 50.14% return. A team of residents read almost 9,000 pages of information on the EDF Consultation website and the information gained enabled the Parish Council to better understand the issues and informed this submission.

Combwich is a small rural cul-de-sac village on the Estuary of the River Parrett with well defined boundaries and approximately 300 households within the parish of Otterhampton. Its history as a settlement and port from Roman times is well documented. It has a small wharf, which was extensively refurbished by the nuclear industry around 17 years ago and which is used occasionally to deliver large machinery to Hinkley Point C. The wharf area and nearby Pill are mainly used by the Combwich Boat Club and other leisure users.

The village has one public house, a shop/post office, a village hall and one church. It also hosts a primary school for the children of the village and surrounding area. The village and parish have many active organisations serving the various needs of the local community.

Many residents commute to local towns and cities in the region for work and others still work in the decommissioned Hinkley A station and the still functioning B station, or are retired from employment there. There is a fairly large retired population, some of whom have lived in the village most of their lives and others moved in later in life attracted by the quiet and peaceful nature of this rural community.

The villagers have lived in the proximity of nuclear power station construction and generation for more than half a century and there has not been a substantial anti-nuclear or anti-EDF element in the local community. However, EDF's Stage 2 preferred proposals for a massive industrialisation of

the village (*not referred to in Stage 1*) for the next ten years and probably longer, and the totally inadequate consultation process, has angered and disappointed the whole community.

In this submission we will examine the major proposals that EDF is making for Comwich and where appropriate suggest alternatives. Although the concentration of this response will be on the major changes affecting the residents by the proposed development in and around the village, we will also be looking at the wider picture including the local transport infrastructure, environmental impact and quality of life issues.

Finally we will be examining EDF's consultation process and asking why the major proposals affecting Comwich were only discovered by the diligence of one parish councillor. Without his efforts we may still be in ignorance about the plans for our community.

Summary of the Parish Council's position on EDF's Stage 2 'Preferred Proposals' for Comwich.

This Parish Council opposes the use of the Comwich site as a road haulage depot, fabrication buildings, storage area, as a base for the park and ride bus fleet and the over use of the Wharf for the reasons identified above.

The Council believes the consultation was a failed consultation because the main proposals were only introduced in Stage 2 but were not referred to in the documentation sent to residents or at the EDF exhibition held in the village hall. We were denied the 2 stage consultation that was available to other communities

The details of Parish Council's response to the proposals are on the following pages.

Section 1. EDF's Proposal for a Freight Logistics and Storage Facility at Combwich (Master Plan Freight Logistics 4.1 – 4.1.7)

A proposed freight logistics/storage facility, of approximately 12.9 hectares, will provide the following uses:

- **entrance area for vehicles to and from the site**
- **a lay-off for AILs to be temporarily stored until cleared for travel to the Hinkley Point C site;**
- **manned vehicle check point**
- **storage compound for construction related materials**
- **new roadways around and within the compounds for heavy goods vehicles (HGVs) and mobile cranes**
- **dedicated parking areas for overnight parking for the park and ride buses**
- **a holding area for HGVs**
- **buildings for storage and fabrication purposes**
- **security buildings and welfare facilities for staff; and**
- **staff parking**

a) Freight logistics as referred to in Stage 1 was generally acceptable as villagers recognised the need for 'large indivisible loads' (AILs) delivered on high tides to the wharf to be temporarily parked until cleared for travel to Hinkley Point C site. Therefore the main function of the site was to service the needs of seaborne deliveries. (*Our responses to the Combwich Wharf proposals are in section 5*).

b) The realisation 'discovered' after Stage 2 consultation was launched (*Master Plan – Freight logistics 4.1 – 4.8.39*) that the freight logistics site would in reality cover 33 hectares (81.5 acres) of green field land on the tidal flood plain with huge industrial buildings, a major road haulage depot and overnight parking for EDF's fleet of park and ride buses, came as a major shock to all in the village. The fact that Combwich was identified as the only storage area proposed by EDF for any of the sites associated with the Hinkley C development also angered residents.

c) The site is 6.5 metres above ordnance datum (AOD) and it proposed to raise 12.9 hectares of the site by 500 mm to minimise flood risk (*Master Plan Flood Risk Study – Combwich Wharf and Freight Logistics Facility, Executive Summary, 8.1.2 and Appendix B Fig 13 Proposed Flood Mitigation*). Huge earth moving and construction equipment will be required on a site only 200m from the nearby residents of Estuary Park. The very construction of the site will impose a great burden on the local community long before it starts to serve the needs of the main construction site at Hinkley Point C.

d) The Freight logistics facility will, in addition to AILs, handle the delivery of other construction related goods by water or road such as palletised and containerised items, steel reinforcement, pipework cladding and consumables and other similar items necessary for the construction of Hinkley Point C development'. (*Master Plan – Freight logistics 4.1.5*).

e) The holding area for heavy goods vehicles is effectively a road haulage depot (*Master Plan – Freight logistics 4.1.7*) with the infrastructure necessary to support the maintenance, refuelling and cleaning of HGVs and driver facilities. It appears to be the only holding area for HGVs envisaged by EDF and will be located over 12 kilometres from the motorway junctions 23 and 24 with congested Bridgwater in-between. Surely it would be more appropriate to locate these vehicles close to these junctions rather than clogging up local roads.

f) Combwich is the only storage site identified in the nearly 9,000 pages of information on EDF's website. It does not make sense to transport materials from all over the UK and beyond, only to deposit them 7 kilometres from where they will be used. Further more, EDF does not provide a rationale for this decision

How does all this fit in with the declared intention (*Master Plan – Freight logistics 4.8.35*) of 'reducing the number of HGVs using the local road network'?

When residents were asked in a questionnaire whether they agree or disagree with EDF's proposal to use Combwich as a site for a road freight logistics and storage facility, 91.8% disagreed.

Conclusions

This Parish Council opposes the location of a Freight Logistics Site at Combwich other than for the support of seaborne deliveries of AILs to the Wharf.

We propose that the Freight Logistics Facility is located at Hinkley Point.

Section 2 Buildings for storage and fabrication purposes

Three of the proposed buildings in an area of 1.3 hectares, are 12 metres high by 40 metres wide and up to 120 metres long and will dominate the landscape. The use of two of these buildings for fabrication purposes and the very nature of the industrial fabrication process, suggests they will house noisy polluting activities. Welding, metal cutting and fabrication are industrial processes and are normally carried out at the construction site.

We are surprised at this proposal as we are advised by those involved in the construction industry that fabrication normally takes place at the construction site. It makes sense that large fabricated structures should be put together as near as possible to where they are going to used, rather than clogging up already busy roads by transporting them to the site. It is worth noting that all fabrication was on site during the construction of Hinkley B.

The proposed hours of operation indicate that there will be no respite from the noise, light pollution and constant vehicular movements necessary to support this activity for the nearby of residents of domestic properties. This is an inappropriate activity so close to residential properties.

We are advised that ample land already exists adjacent to the Hinkley C construction site, the Hinkley B site and the decommissioned Hinkley A site including the disused turbine hall. We are also aware that EDF decided in Stage 2 to move the southern boundary of the main construction site north therefore reducing the available land.

We have been unable to obtain any substantive rationale for basing this activity at Combwich from our contact with EDF or from among the nearly 9.000 pages of documents on their website. Questions along those lines to company representatives at the public meeting were answered along the lines of: “potential contractors think it would be a good idea” and “it will create local jobs”. Both statements beggar belief.

When residents were asked in an OPC questionnaire if they agree or disagree with Combwich becoming a site for a fabrication works an emphatic 95.2% disagreed.

The Parish Council opposes the erection and use of fabrication buildings at Combwich.

We propose that this facility be located at Hinkley Point where we are assured there is ample space, or other brownfield sites.

Section 3 Combwich Road Freight Depot

Preferred Proposal

The Parish Council is not completely sure just what the proposal in relation to the holding area for HGVs is, despite repeatedly asking EDF. It is believed EDF hopes to use the proposed water-borne freight logistics site as a storage site and also as a stopping off point before delivery to the main HPC site.

ROAD FREIGHT DEPOT.

EDF provides no Justification or Rationale for the freight logistics site at Combwich to be used as a road freight depot apart from the fact that it is obviously convenient for them.

Any road freight originating beyond Bridgwater will still have to come through the town and there are two proposed freight logistics and consolidation sites near the motorway junctions to intercept them. Delivery straight to site would be the sensible operation.

The Parish Council has serious concerns that Combwich will surreptitiously become the only major storage site for the whole HPC development including road freight. The huge overall size of the proposed storage area and the absence of any at the other proposed sites would support this fear.

EDF appears to have hidden the road freight use at Combwich in the 9,000 pages of Stage 2 Consultation documents with no information on display at the Exhibitions, in the Preferred Proposal Summary document or as a 'Key change' in any literature delivered.

A comprehensive report on the iniquities of the Combwich Consultations is contained in the document – Appendix 2. This particularly concentrates on the concerns for the road freight use at Combwich suddenly appearing as a preferred proposal.

The proposed use at Combwich for road freight goes against the advice given by the District Councils in the Stage 1 Technical evaluation that –

'A principle of dealing with freight storage and consolidation at a point closest to source is recommended. Road freight would therefore be dealt with at an M5 Junction location'.

OPC Questionnaire Result.

Closely echoing the Parish Council stance, 92 % of respondents disagreed with the use of Comwich as a Road Freight Logistics and Storage Site with only 6 % agreeing and 2% having no opinion

Conclusions.

The Parish Council strongly objects to any proposed use for Comwich as a Road Freight Depot. The associated disruption, increase in traffic problems and other pollution concerns, plus no convincing justification should make EDF rethink this proposal.

The Community at Comwich has been particularly angered by this proposal and the way EDF appears to have insidiously introduced it in Stage 2.

Section 4 Bus Depot At Freight Logistics Site Combwich

EDF Preferred Proposal

Bus parking is to be provided at the entrance of the site and parking will be used overnight for the buses serving the other off-site park and ride sites and those running between locations such as railway stations and remote towns.

Otterhampton Parish Council considers putting the EDF bus fleet overnight at Combwich is treating our community with contempt when considered along with all the other proposals.

Whilst a planner in London or Paris would see it as an easy decision, it is just this sort of crass insensitive logic which has turned a generally supportive village into an angry and critical community. There is no rationale or justification given by EDF for this preferred proposal.

In reality buses would start up at 04.30 and return past midnight, causing disturbance to residents of Estuary Park in Combwich as well as increasing pressure on unsuitable local roads.

Inevitably the buses would need maintenance and fuelling on site resulting in further traffic movements and light and noise pollution.

It is felt that the buses should be parked overnight at the main HPC site or at a suitable park and ride venue.

OPC. QUESTIONNAIRE RESULTS.

90 % Disagreed with the proposal to park buses at Combwich overnight, with only 7 % agreeing and 3 % not having an opinion.

CONCLUSION.

The Parish Council object strongly to this proposal and this is in line with the local community stance.

Section 5 Combwich Wharf - Refurbishment

EDF Preferred Proposal.

To refurbish the wharf.

Create a new AIL berth.

Create a new goods handling wharf.

Modify berthing bed within the River Parrett.

a) Introduction

It is important to realise that the term ‘refurbish the wharf’ is in fact two distinct proposals. The first is an actual upgrade to assist in the delivery of roll on, roll off, AIL’s but the second is to create a new goods handling wharf.

Since the Wharf at Combwich was originally built in 1959, much residential development has taken place in the village.

The harbour and wharf are surrounded on three sides by housing with the fourth side remaining the River Parrett which holds a number of environmental designations including a Special Protection Area adjacent to the Wharf.

There is considerable leisure use of Combwich Harbour and River, with over twenty boats moored in the Pill (September 2010) and regular use by others of the pill slipway. A thriving cruising and boating club operates in the village.

The Council recognise that EDF owns the Wharf but most of the sea bed in the Pill and River is owned by the Crown Estates with a right of navigation for all. The Parish Council owns the north bank of the Pill over which leisure users access their moorings and the slipway, and will continue to support leisure use of Combwich Harbour.

b) ‘AIL’ Deliveries at Combwich

The Parish Council understands the need to assist the AIL’s in coming through Combwich Wharf which is it’s traditional use and do not object in principle to this part of the refurbishment, subject to the following restrictions -

- Suitable noise and hours of operation restrictions, to be agreed – to avoid disturbance to local residents.
- No overnight deliveries – to avoid disturbance to nearby residents.
- An agreement to satisfy the need for use of Combwich Pill and the River Parrett by leisure users with regard to safety and amenity value.
- The development does not create any hazards for navigation or restrictions. Of particular concern is the raising of the berth bed by almost two metres, thus creating an underwater hazard when entering Combwich Harbour.

- The refurbishment does not have an adverse effect on the local geomorphology of the area and development studies are carried out to illustrate this.
- Strict mitigation measures to be put in place, with strong penalties tied in with financial and operational sanctions.
- Appropriate recognition and mitigation for the natural environment, commensurate with the wharf being adjacent to a National Nature Reserve, Special Protection Area, Ramsar site and SSSI.
- No unacceptable increase in the number of AIL'S to be delivered through Combwich. It is noted with concern that there has already at this early stage been an increase of 50% of the estimated number of AIL's from 120 to 180.

c) Combwich Wharf – Primarily AIL Deliveries.

It is noted in EDF's Freight Masterplan (4.1.4) that the refurbished Combwich Wharf will receive sea-borne deliveries of PRIMARILY Abnormal Indivisible Loads.

It would be presumed by this statement that other deliveries would then be of a considerably lower number than the 180 for AIL's.

The Parish Council could possibly look on this situation in a positive light, if spread over the Six and a half years of the HPC development and with the right restrictions.

However there are strong concerns about the contrary level of use suggested in section 4.4.8 of the same Masterplan – 16 to 20 deliveries per month, including AIL's.

This is just one of the many misleading statements made in the different documents that make up the entire Stage 2 consultation. Section 5.4.79 of the Environmental Appraisal , volume 3, chapter 5 states – 'It is proposed that the import of AIL's and other goods would average approximately 15 vessels per month or 144 per year'. Maths, aside the different numbers used in the proposals, conflict and confuse.

The reality is that the proposed 40 ship movements per month could make Combwich Wharf, size for size one of the busiest wharfs in Europe for up to seven years, all at the heart of our tiny village harbour.

d) New Goods Handling Wharf.

The Parish Council takes a negative view with regard to the building of the new goods handling Wharf and objects strongly.

EDF is seeking to build a new facility in the midst of a small residential community and next to a National Nature Reserve. Any realistic assessment would simply rule this development as

impossible due to the inevitable strict operating restrictions, yet EDF's response appears to be extremely confrontational.

e) EDF Acknowledge Combwich Proposal Problems.

- The existing wharf is in close proximity to the village harbour and residences of Combwich, and is clearly visible.
- Any development in this location should not have a detrimental impact in terms of noise and light pollution on neighbours.
- Issues may exist with noise generated by increased traffic and operational noise upon the local wildlife and neighbouring properties.
- That the visual impact of the development on the Special Protection Area and village is minimised as much as possible.
- Risks exist at the interface of the harbour and yacht club.
- Significant impact of the development will be on views from public footpaths.
- Issues may exist with the introduction of external lighting.

f) EDF Propose Maximum Use Of New Goods Wharf.

Despite acknowledging all of the above potential problems, EDF appears to ignore any meaningful mitigation and propose to use the wharf to its maximum potential. This calls into question EDF's statements to –

- Be a good neighbour and ensure the needs and views of the local community are fully taken into account.
- Work with you to try to minimise impacts of the development.

The proposed maximum (16-20 deliveries per month) use of the new goods wharf, all during the essential 20 minute window either side of high tide, would effectively blockade other leisure use of Combwich Harbour, possibly for up to seven years.

In the interests of amenity and safety of other harbour users the Parish Council will not allow this level of domination by EDF to take place.

Should EDF gain consent, agreement for fair access to the necessary high tides for all leisure users should be negotiated taking into account the views of the community and the local Combwich Boating and Cruising Club.

The proposals to bring in deliveries to the wharf and the required use of the access road on a 24 hour basis, ignore EDF's apparent concern about disturbing neighbours.

g) Construction Phase.

The Parish Council has strong reservations regarding the blockage of access to Combwich Pill to allow refurbishment of the wharf for up to 9 months.

The proposed hours of use during the construction period are far too generous to EDF and do not take into account possible disturbance to nearby neighbours. Sound mitigation measures introduced during test drilling etc on the wharf, have done relatively little to reduce any noise and are totally inadequate.

h) Mitigation Measures.

Without detailing the very limited mitigation measures, the Parish Council feel those proposed by EDF are generally minimal and in no way actually mitigate to an acceptable degree any, of the many nuisances created for our local community by developments at the wharf.

EDF has not taken into account the close residential and environmental restraints that apply to the Combwich site.

The Parish Council will expect severe mitigation for any operations at the wharf and whilst compensation will of course be an issue, we will not trade the disturbance of residents for monetary gain.

True mitigation to take account of the wharf's situation would be to limit operations and not concentrate on minimising drop heights, or turning off engines when not in use, although these will have a role to play.

i) Alternatives To The New Goods Wharf At Combwich.

EDF appear to have ignored the obvious source of 'flexibility' they seek which lies upriver at the wharfs near Dunball. In addition to the commercial wharf at Dunball there are two unused wharfs including the now closed BP terminal near Dunball which has a large amount of 'Brownfield' land attached and is less than a mile from a motorway interchange..

Sedgemoor and West Somerset Councils in their joint report on the Stage One consultation document stated - 'The refurbishment and use of wharfs close to Dunball, and as an integrated facility with the proposed freight consolidation facility at search area J23-A, is suggested to minimise road based movement through Bridgwater'

Otterhampton Parish Council supports the maximum use of a proposed jetty at the main HPC site – not just for aggregates but other goods and also materials to assist fabrication works on-site.

OPC. Questionnaire Results.

- **Combwich Wharf – 82 % disagreed with the proposed level of use, 10 % agreed and 8 % had no opinion.**
- **Combwich Wharf – 87 % agreed that – for safety and amenity issues, an agreement for a fair sharing of tides and access to the Pill be negotiated, 2 % disagreed and 11% had no opinion.**
- **Combwich Wharf – 97 % agreed that - to safeguard local residents from noise and disturbance, hours of use should be restricted. 3 % disagreed**

See appendix 1, OPC Questionnaire

SUMMARY.

Otterhampton Parish Council –

- **Understand the use of Combwich Wharf for the delivery of AIL's subject to the restrictions outlined.**
- **Support maximum use of the proposed jetty at HPC.**
- **Support use of Wharfs at Dunball to provide the flexibility EDF seek.**
- **Object strongly to the proposed New Goods Wharf at Combwich.**
- **Object strongly to the proposed level of use at Combwich.**
- **Object strongly to the associated developments at Combwich Wharf which result from the proposed New Goods Wharf.**

Section 6 Transport Assessment of the EDF Stage 2 Proposals for Hinkley Point C

a) The transport assessment looks at the impact on the A39 and C182 roads leading into HPC and effect they will have for the communities along these roads. Based on the EDF proposals there will be an extra 900* vehicles (HGV, LGV, Buses, Private Cars) per day making each way journeys per day on the A39 and an extra 750* vehicles per day making each way journeys on the C182. Three of the villages along the C182 (a winding country road) have no alternative exits other than onto this road.

*These figures will rise, by up to another 150 vehicles a day, during the peak construction years of 2016 to 2018. See Diagram on Page 19 for details of movements.

To quote 'EDF Transport Strategy Objectives':

- Minimise the volume of road traffic associated with the construction of a new power station etc.
- Reduce travel demand etc.
- Minimise disruption both for the local community and visitors etc.
- Provide long term sustainable legacy benefits etc
- Protect the natural and built environment and ensure the appearance of the area is not adversely affected.

b) EDF has failed to meet any of these criteria.

All traffic will be funnelling in from junctions 23 & 24 on the M5, from Campus sites in Bath Road, from Park & Ride sites along Bristol road, Taunton Road and A39West into the A39 in the middle and outskirts of Bridgwater. The junctions at Wylds Road, Cross Rifles and Taunton Road are already congested at peak times and journey times will increase significantly. The proposals do not take into account other major projects, like Morrisons Distribution Centre, the new Haygrove School plans including associated major roadworks, or the Steart and Port of Bristol Wetlands projects, all of which will have a very significant impact on traffic density.

The EDF transport proposals stop at Rodway on the outskirts of Cannington and no assessment of the impact on the C182 and the villages between Cannington and Hinkley Point has been made. It can only be assumed that EDF think the effect of over 750 vehicles per day along this road has NO IMPACT! Again these figures take no account of the Steart and Port of Bristol Projects.

All the junctions along the C182 need to have visibility and access improved along with robust traffic calming measures to regulate the high speed of vehicles that make egress from these junctions a lottery. The visibility at the Otterhampton and Storgursey junctions is so poor that it takes a fast moving vehicle only a few seconds from the time it is visible to the time it passes the

junction. There have been seven accidents over the last few years at the Otterhampton junction alone. Slow moving agricultural vehicles and machinery regularly uses the C182 and there has been at least one fatal accident involving such machinery and a car driver, in recent years.

The AILs landed at Combwich will be much heavier than those for HPB, and yet no assessment has been made on the effect of these loads on many of the culverts and drains along the C182. In response to a verbal question about improvements to the C182 at a presentation in Combwich the reply was quote 'EDF do not plan to make any improvements along the C182'.

Between 750 and 900 vehicles per day will be funnelling off the M5/A38/A39 into a 'C' class road at the end of the proposed Cannington By-pass. The pressure on the A39 and A39 through Bridgwater and beyond Cannington on the C182, combined with other major projects will bring chaos to these roads. In addition, if more funding becomes available decommissioning of Hinkley A could be accelerated with the resulting increase in workforce. What will be the impact on emergency vehicles responding to emergencies along these roads? What will be the impact of holiday traffic at peak times? What will be the impact if a RTA closes the A39? Lots of 'ifs' no answers. EDF have not made any strategic assessment of the effect that building HPC will have on our local road network and have no plan to mitigate against the impending chaos. Consequently the EDF stage 2 Consultation is inadequate.

c) In the current Stage 2 Proposals EDF is planning to refurbish Combwich Wharf and to build the jetty at HPC before any by-passes are in place! As well as totally ignoring recommendations about road infrastructure by the Inspector at the Hinkley Point C Public Inquiry 20 years ago, this will require transporting vast amounts of material through Bridgwater and the centre of Cannington. The Wharf at Combwich will require 142,500 tonnes of materials plus the materials required for the jetty at HPC for which no figures have been found yet. As the building work will be over a 12 month period this represents around 26 HGVs every day. There is no indication if this includes the material for levelling the site, if not this figure will at least double. Taking into account the jetty as well and assuming it will be around the same volume as the wharf we will be looking at 50-75 Lorries per day.

EDF say they want to keep disruption to a minimum, work with local communities and leave a positive legacy for the future. This project is not for 7 or 8 years, it is for the next 50-100 years at least. There are two simple solutions to mitigate the effects of building HPC;

1. Firstly build the northern Bridgwater Bypass, this will relieve traffic chaos through Bridgwater, prevent costly delays to site logistics and give not only Bridgwater but the whole of Somerset a worthwhile legacy.
2. Secondly, modify the proposed jetty at Hinkley Point to land bulk materials (except AILs) as well as ballast, sand, cement, etc. This would not be a difficult engineering project. With bulk materials

delivered direct to site and the possibility of using the turbine hall – or its footprint - at HPA for fabrication purposes, it would reduce road freight dramatically.

It would also eliminate the need to build the industrial site at Comwich, save a green field site and the financial gains can be used to modify the jetty at HPC. The legacy will be the return of the goodwill of the people of Comwich and all the other surrounding villages. There appears to be no external road freight or fabrication sites within a few kilometres at their site at Flamanville, France. There is a road that runs from the dock at Dielette along the coast directly to the construction site and does not pass through or close to any French villages. This must be the criteria that are applied to the construction of HPC. **If EDF can do it in France they can do the same in England!**

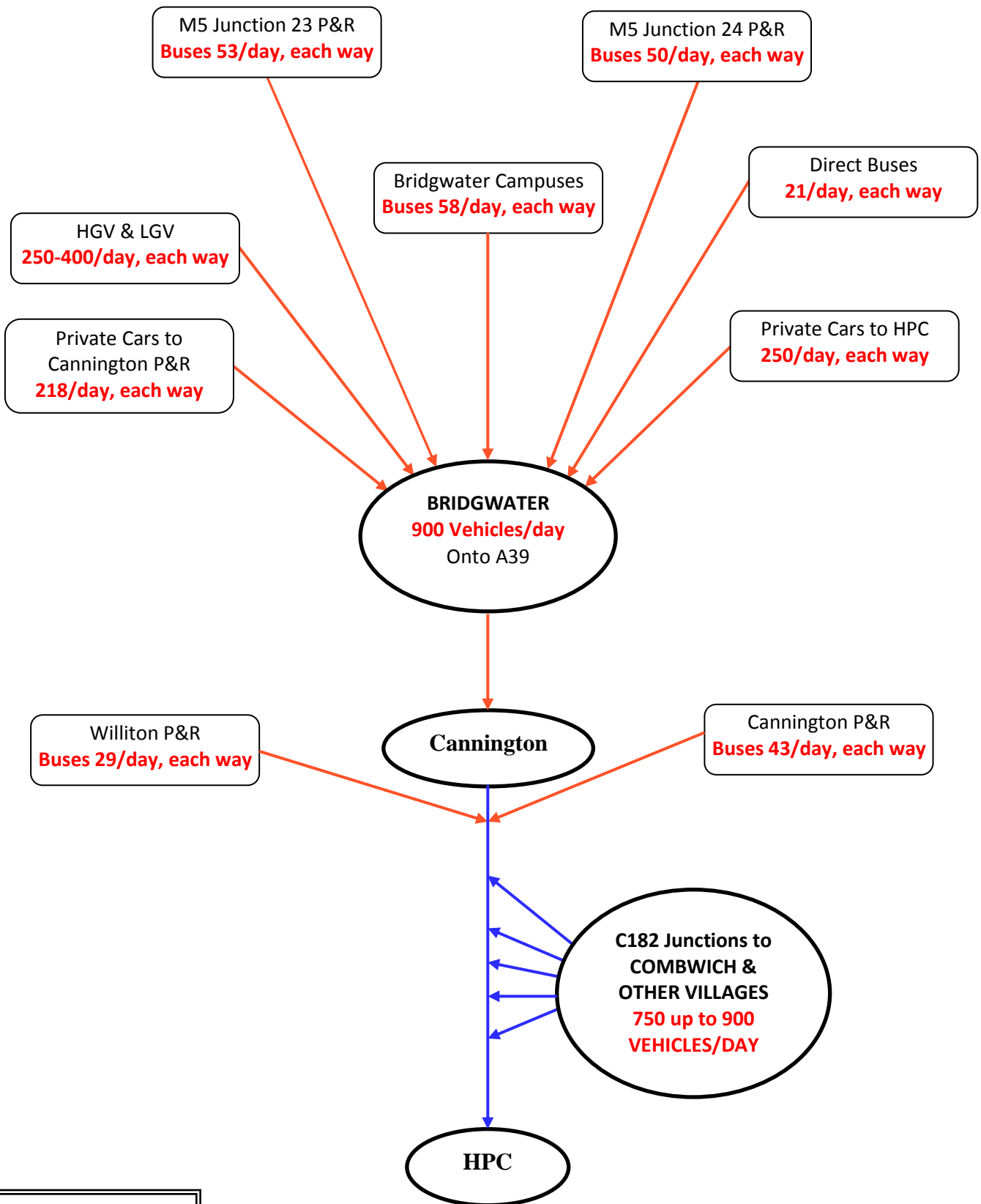
Conclusions

Build the northern Bridgwater Bypass, this will relieve traffic chaos through Bridgwater, prevent costly delays to site logistics and give not only Bridgwater but the whole of Somerset a worthwhile legacy.

Secondly, modify the proposed jetty at Hinkley Point to land bulk materials (except AILs) as well as ballast, sand, cement, etc.

DAILY PROJECTED TRAFFIC FLOW DURING PEAK CONSTRUCTION 2014 TO 2018

(Based on EDF stage 2 proposal figures)



Legend	
A Class road	→ (Red Arrow)
B Class Road	→ (Yellow Arrow)
C Class Road	→ (Blue Arrow)

Section 7 Flood Risk Issues

a) The Parish Council has serious concerns regarding any development on the land highlighted for the freight logistics site at Combwich, particularly with regard to flooding.

The land in question is classified as 'Flood Zone 3a' - High Probability

Essential infrastructure permitted in this zone should be designed and constructed to remain operational and safe for users in times of flood.

It is questionable that even though parts of the proposed site may be raised by 500mm this requirement could be met.

b) Essential Infrastructure. Sequential Test And Exception Test.

Although EDF assert that the proposed freight logistics site at Combwich is Essential Infrastructure, the Council question this designation and EDF's limited justification.

It was only in January 2010 that EDF were extolling the benefits, in the Stage 1 Consultation, of their proposal for a water-borne and road freight logistics site at the Cannington B location and that EDF has no current preference between these locations, (Combwich / Cannington) calling into question whether the freight logistics site at Combwich really is 'Essential Infrastructure' here.

EDF (in their overarching flood risk study report) state that apparently the Environment Agency has confirmed that the Sequential Test is implicitly passed for the refurbishment of Combwich Wharf - and the development of an associated freight logistics and storage facility, since the nature of the development precludes the identification of reasonably alternative sites. Again the Council (and we understand the Environment Agency) will be questioning this assertion with regard to the proposed new goods wharf and the freight logistics site.

The Council believed that the Sequential test had been developed to ensure that there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed.

It would be hoped that the local authority, in this case Sedgemoor District Council will point out to EDF and the Environment Agency that they themselves in their Technical Evaluation of EDF Hinkley Stage 1 Consultation Document suggest -

'The refurbishment and use of wharfs close to Dunball, and as an integrated facility with the proposed freight consolidation facility at search area J23-A, is suggested to minimize road based movement through Bridgwater'.

In addition to the commercial wharf at Dunball there are two vacant wharfs including the now disused BP wharf with much brownfield land attached.

The proposed new jetty at HPC site will be able to take aggregates and other goods.

The Parish Council accept Combwich Wharf will be used for the abnormal indivisible loads, but with such a number of alternatives so closely available, question the need for a new goods wharf at Combwich and such extensive associated development on Zone 3 land.

c) EDF has clearly made no mention to the Environment Agency of their alternative search area at Cannington (Can-B) where in Stage 1 ,

'The proposed land uses would be located away from residential properties in an area characterized by mineral extraction land uses, thereby minimizing any potential disturbance to residents' and -

'The area offers the potential to provide a combined road and water-borne freight consolidation facility, given it's proximity to Combwich Wharf and the Hinkley Point C site, enabling a more efficient land use'.

It would appear that EDF is being at the least misleading, when they now state in their Overarching Flood Risk Study Report that -

'Any potential sites located within a lower probability Flood Zone would result in significant planning implications and environmental impacts, including unnecessary transportation of freight and associated traffic implications'.

Section 9 in the OFRSR, for the Exception Test to be passed states in point b and c that -

b. 'The development should be on developable previously developed land or, if it is not on previously developed land, that there are no reasonable alternative sites on developable previously developed land' !

c. 'A flood risk assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and where possible will reduce flood risk overall'.

With regard to point 'c' the Council refer EDF to Section 5.4 of the Flood Risk Study- Combwich Wharf freight logistics and storage site -

'With respect to the potential impacts of increased flood hazard in the surrounding area as a result of the platform displacing flood storage, it can be seen from appendix B, Figures 11 and 12 that flood depths and hazard is increased in the surrounding area relative to the baseline situation. It can be seen that to the east of the site there is no difference between the 'with platform and wall' scenario and baseline scenarios'.

'However, to the immediate north and notably, to the north-west the hazard is 'substantially increased'.

It should be noted that some gardens of properties on Estuary Park Combwich are very close to the water level at Combwich Ponds in the area that the hazard is substantially increased.

The Parish Council is extremely concerned with this situation and fear that any attempt to deal with the problem such as raising the road level would further increase the noise and visual pollution during the construction and operation of the site.

The Flood Risk Study states that -

'Further Consultation with the Environment Agency will be required with respect to the acceptability of this increase in flood hazard'.

EDF can assume that the Council will also be consulting with the Environment Agency and that no increase in flood hazard will be acceptable. The Agency may also be able to enlighten us as to how they came to a decision regarding the proposed freight logistics site at Combwich implicitly passing the Sequential test (or not as the reality may be).

d) Other concerns of the Council with regard to flooding include -

- Increased house insurance premiums for residents in Combwich due to the EDF development at the Wharf and on the freight logistics site. It has been reported that some properties have had problems getting insurance and the proposal can only worsen this situation. This is unacceptable – See compensation section.
- The proposed reduction in height at the Wharf from 9.3m to 8.4m AOD or lower and any consequent raising of the flood risk.
- The proposal to culvert rhynes.

- The defences protecting the proposed freight logistics site requiring urgent works by 2015 and are of a lower standard than those protecting the village. The flood protection for the River Parrett has apparently been designed to allow flooding to take place in agricultural areas (such as that proposed for the freight logistics site) before villages and towns.
- The apparent acceptability of the flood risks.
- General questions about Essential Infrastructure on a Zone 3a site but in particular reference to Fabrication units and work, Road freight depot, Bus depot and the Freight logistics site.

CONCLUSIONS

Otterhampton Parish Council objects to much of the development defined as Comwich Wharf due to the many concerns outlined for this Flood Zone 3a Site.

Discussions will take place between the Council, EDF, SDC and the Environment Agency regarding our concerns on these Preferred Proposals.

Section 8 Mitigation

Otterhampton Parish Council believes EDF's plans for mitigating the effects on our village of their numerous proposals are woefully inadequate and do not take into account their plans to operate at the heart of our community.

Following the end of the Stage 2 Consultation the Parish Council will seek to work closely with experts in the local District, County Councils and Environment Agency to –

- Understand the relevant legislation.
- Ensure EDF is kept informed of our concerns and requirements.
- Ensure these same Councils and Agencies are aware of our communities concerns and requirements for restrictions.
- Prepare for the IPC application.

Areas Requiring Mitigation.

- Time restrictions covering ship deliveries and all areas of operational and construction periods.
- Hours of use issues, for all areas of operation including the Access road and proposals for the Wharf, Freight logistics and storage site, Fabrication works, Bus depot, Road freight development.
- Level of overall use.
- Noise and Light pollution issues.
- Increased Traffic and vehicle movements.
- Highway concerns.
- Flooding risks.
- Landscape and visual concerns.
- Ecological and environmental concerns.
- Conflict with leisure and other users.
- Cumulative impacts.

Monitoring

The Council propose a method of stringent monitoring be planned with strict sanctions and penalties imposed if pre arranged trigger points are breached.

Conclusions

The Parish Council is clear that substantial and meaningful mitigation measures should be introduced.

We note EDF's statement that - 'any significant adverse effects from each stage of the project will be avoided and mitigated, where appropriate, and that the selection and implementation of the mitigation strategies will take account of local circumstances, the views expressed by stakeholders as well as the planning and community strategies of the local authorities'. And –

'EDF Energy will ensure that any significant adverse effects of the construction, operation or decommissioning of the power station are appropriately mitigated in a way which is environmentally responsible and sensitive both to the needs of the community and to the strategies of the relevant local authority'.

What is a significant adverse effect will no doubt be the subject of much discussion.

Section 9 Adequacy of Consultation

Otterhampton Parish Council issued a document in August 2010 detailing EDF consultation failures with regard to the Combwich proposals. This is Appendix 2.

a) Possible Consultation Failures.

The Parish Council believe EDF's Consultation may be inadequate on the Combwich proposals, due to failing the Government's code of practice on consultation with regard to the following key criteria -

- Being clear about what is being proposed.
- Being clear as to the expected impacts and benefits of the proposals.
- That consultation should take place at a stage when there is scope to influence the policy outcome.
- Consultation responses should be analysed carefully.
- The burden of consultation should be kept to a minimum.

b) Inequalities Due To Consultation Process.

The Combwich community was unable to comment on and affect the road freight proposal at the same time as the Cannington community and so lost out when EDF dismissed the Cannington search areas in Stage 2, Somehow making Combwich the preferred proposal out of nowhere. See appendix 2.

Combwich may have emerged as a preferred proposal (for road freight) due to responses possibly not being analysed carefully. See appendix 2.

Despite warnings not to introduce new options in Stage 2,(from the district councils) this is exactly what happened at Combwich with regard to these preferred proposals –

- Fabrication buildings and work.
- Bus depot.
- Road freight logistics site.
- 24 hour use of some areas.
- Huge overall scale and scope of the Combwich freight logistics and storage site.

In effect, with regard to these major proposals Combwich has only been allowed a 'single' Stage Consultation.

c) Failure In Communicating Stage Two Proposals.

There was no reference to many of the major Combwich proposals in –

- Stage 2 Preferred Proposal Summary .
- In Newsletters.
- As ‘key’ changes when clearly they were.
- Literature delivered to parts of our community.
- The Exhibitions.
- On the Exhibition Boards.

Despite pointing out these failings at an early stage of the consultation no apparent change was made. For example to the information on the exhibition boards, thus continuing the lack of disclosure for many attending the exhibitions on what are crucial Combwich Preferred Proposals which were not mentioned in the Stage 1 Consultation.

It was left to individuals and organisations to discover the proposals in the various 9,000 pages of documents issued by EDF thus maximising the overall burden of consultation. There was not and still is not, a definitive list of Stage 2 Preferred Proposals with regard to Combwich issued by EDF.

It is the overall cumulative effect of all the proposals for Combwich on our small community that many people fear. Yet no Chapter on the Combwich situation exists which brings together all the relevant strands of EDF’s Consultation. It is unacceptable to have to discover proposals in, for instance, Environmental Appraisal, volume 3, chapter 5, or Freight Masterplan chapter 4.

The Parish Council question just how are the public expected to participate in a major consultation when major proposals are apparently hidden in documentation in this way? The ease of accessing the documentation also has to be queried when those issued with a ‘DVD’ on the proposals, needed to read a ‘Navigation’ handbook first.

When questioned on proposals EDF, show no justification or rationale, repeating the mantra that ‘plans are evolving’ which is unacceptable.

CONCLUSION

The Parish Council are clear that with regard to Combwich, EDF have carried out a failed and inadequate consultation. The local questionnaire results suggest this is echoed in the community.

OPC Questionnaire Result.

Only 22 % of respondents thought EDF’s consultation had been adequate, with 75 % disagreeing and 3 % having no opinion.

Section 10 Archaeology.

The Parish Council is keen to see that any areas of development are treated sensitively with regard to any possible historical finds and remains.

In particular we point out to EDF that the area covering the proposed freight logistics and storage site at Combwich could well have associations and remains pertaining to the important Battle of Cynuit which took place in 878AD, between the Saxons and Vikings. There is also believed to have been a well used pilgrims' river crossing in this area for people on their way to Glastonbury.

Combwich was a port in Roman times and again there are concerns for any archaeological remains in the area.

Section 11 The Natural Environment.

Despite EDF being fully aware of the internationally important designations of areas adjacent to the Wharf at Comwich, the Parish Council feel that EDF have made no considerations of and mitigation for this situation.

Comwich Common is designated as a SSSI.

The Parrett estuary adjacent to the wharf is –

- A Special Protection area.
- A RAMSAR Site
- Part of Bridgwater Bay National Nature Reserve.

EDF accepts that the area required for the freight logistics and storage site have nationally important and protected species present such as Otters waders and ground nesting birds. Walkers report roe deer; hares, rabbits, badgers, swans, geese, curlew and numerous varieties of gull are seen in these fields.

Having acknowledged this situation EDF's proposals are to maximise use and therefore disturbance, both at the wharf and the logistics and storage site.

Otterhampton Parish Council deplore this stance and their proposals make no recognition of the extremely sensitive position the Comwich Wharf development is adjacent to – including Comwich ponds which are a haven for wildfowl and swans.

There are strong concerns that the mitigation measures proposed are totally inadequate and that overall, the cumulative effects of the various works both around Comwich and at HPC, have not been taken into account with regard to ecological disturbance at internationally important sites.

The Parish Council will work with the appropriate bodies to try and ensure that any necessary studies and protection measures are carried out and that EDF finally recognises how inappropriate their proposals in this area are.

Section 12 Quality of Life Issues

Inevitably the construct of a nuclear power station nearby involving up to 5,000 workers will have a major impact on local communities. Already busy roads in the area will get busier and those commuting to work will have lengthier journeys. Just getting to, or through Bridgwater, will be more of a challenge as local people compete with construction transport vehicles, workers travelling to the construction site and seasonal tourist traffic. For those living near these routes vehicular fumes, noise and light pollution will be an issue.

The specific problems in Comwich will be all of the above plus the overwhelming presence of a large industrial complex on our door step. The constant movement of heavy goods vehicles, buses and other vehicles along the EDF private access road which runs from the Wharf to the C182, will be a major intrusion in the lives not only of the nearest residents, but the whole village.

Visually huge 12 metre (39 feet) high industrial buildings will dominate the village, whilst the noise emanating from the fabrication buildings will be a constant irritation to the whole community. The community expected to have to put up with increase use of the Wharf, but no one expected they would have to live with a major industrial development on their doorstep.

The evidence provided by the Sedgemoor District Council video on the problems associated with the building of Hinkley B, demonstrates that the great influx of construction workers will change the very nature of the village for years to come as pressure grows on local schools and medical service etc.

In this quiet village where security of individuals and property has never been a real issue all is about to change.

EDF argues that this is just a temporary inconvenience, but the site is planned to be operational until 2019, although the evidence of EDF involvement in France and Finland suggests it will be for much longer as nuclear power stations have rarely, if ever, been built on schedule. And for many of those who expected a peaceful retirement it may well be permanent.

Section 13 Compensation

The Parish Council is clear that they will not trade compensation for the disturbance of residents in Combwich.

However whatever the final results on the proposals for Combwich, satisfactory compensation will certainly be required. This will be on a:

- Community basis.
- Individual basis for localised disturbance, nuisance or pecuniary disadvantage caused by EDF operations.
- General area basis, such as for having a store of radioactive materials nearby.

The Council deplore the very limited contribution suggested by EDF for compensation and the mechanism for applying for a part of this fund.

EDF must be aware that if any of their preferred proposals are realised then Combwich will be one of the communities at the front line of their operations and will require suitable localised compensation.

Again the Council is frustrated with EDF's attitude to compensation and to treating other communities in a different fashion.

Why is EDF treating Combwich with such disdain ?

When the Parish Council first discussed compensation with EDF we were contemptuously referred to their consultation documents but at the same time they must have been in discussions with Stogursey Parish Council regarding their 'special' compensation package.

EDF is reminded that the access road at Combwich Wharf which they are seeking to use on a 24 hour basis for AIL's, is only 40m from some of our residences and the wharf is centred at the heart of our community.

The Council is pleased that EDF recognise that some communities deserve special compensation and will work to ensure that if Combwich suffers from the EDF proposals then our community will also benefit in a similar fashion.

There are particular concerns regarding flooding risk and increased residential insurance premiums. Compensation for these type of losses should be adequately covered. The Council understand the

measures EDF propose at the County level to compensate the authorities for increased educational costs. At a local level any impacts at Otterhampton County Primary School should be fully funded and considered.

Section 14 Planning Issues.

EDF, perhaps unsurprisingly appear to ‘pick and choose’ which planning constraints they quote to turn down a search area and yet ignore the same restraints on a preferred site. Many sites have been rejected with a justification that it is outside the development boundary and yet this is ignored for instance at the proposed freight logistics and storage site at Comwich.

Sites have been turned down because a combination of uses meant it would be difficult to mitigate the nuisances, and yet again at Comwich the combination of a busy wharf, road freight depot, water-borne freight logistics site, huge storage facilities, bus depot, fabrication works and extensive working hours etc. seem not to present a problem.

Following the end of the Stage 2 Consultation the Parish Council will be liaising closely with our local planners particularly with regard to –

- Noise impacts.
- Traffic and Highway concerns.
- Flooding including Zone 3 restrictions.
- Mitigation measures.
- Core Strategy, Hinkley development, specific topic consultation (SDC).

Conclusions for OPC Submission to EDF Stage 2 Consultation.

- This Parish Council opposes the use of the Combwich site as a road haulage depot, fabrication buildings, storage area, as a base for the entire park and ride bus fleet and the over use of the Wharf
- EDF's Stage 2 Consultation is inadequate and has failed with regard to their Combwich proposals.
- The overall huge scale and scope of the proposed developments at Combwich are much too great to be absorbed by our community.
- The proposals will greatly affect the character of our small rural community.
- EDF have not taken into account the cumulative effects of their many proposals for the Combwich Wharf site.
- Many of the proposals are inappropriate developments with regard to a small rural village and on a Flood Zone 3 area.
- EDF has ignored suggestions by Sedgemoor District Councils for alternative sites.
- The maximum use proposed by EDF does not take account of the need for stringent mitigation measures and restrictions that would be required by the Parish Council.
- EDF has not taken full account of the need to seriously mitigate problems on internationally important ecological sites and the cumulative effects in the area.
- Suggested Compensation measures are woefully inadequate and divisive.
- Severe lack of discussions at our local level between Stage 1 and the publication of the Preferred Proposals.
- Little justification, rationale and information for the proposals to enable a fully considered response.
- The transport plans and appraisal are not 'fit for purpose'.

The Parish Council feels obliged to inform EDF that their overwhelming proposals for Combwich have changed the village from being generally supportive of their plans, to one of an angry and mistrustful community. EDF appears to have failed in openness, honesty and transparency – the three key elements in any meaningful stakeholder engagement/consultation and reverted to an outdated “decide, announce, defend” strategy linked to the “old” nuclear industry.

EDF plans to operate in Combwich for many generations to come. If a reasonable and amicable working relationship is to evolve, without disruption for all concerned, then EDF needs to seriously compromise on the scale and number of proposals for our village.

The Council will strive to work closely with EDF to move towards a situation where our community can take a fair share of responsibility for the necessary development of HPC, without feeling so abused by the level of the company's proposals. We hope EDF will see the next few months when decisions are made, as their opportunity to create a lasting, mutually respectful working relationship with our community.

OTTERHAMPTON PARISH COUNCIL

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Appendix 1

Otterhampton Parish Council Questionnaire on EDF's Hinkley Point C Preferred Proposals for Combwich

QUESTIONNAIRE RESULTS

No. Dwellings in Parish = 339 No. Questionnaires Returned = 170

Percent Returned = 50.14%

1. Road Freight

Combwich has been selected as EDF's preferred proposal for a road freight logistics and storage site. As yet EDF has not informed us as to the number of vehicle movements per day this would involve.

Do you agree or disagree with EDF's proposal to use Combwich as a site for a road freight logistics and storage facility?

Agree 5.9% **Disagree 91.8%** **No opinion 2.3%**

2. Fabrication (industrial) Buildings

EDF's preferred proposal is for three large industrial buildings 12m (39ft) high x 40m (131ft) wide and up to 120m (394ft) long on the Combwich freight logistics site, two of which will be for fabrication purposes. The buildings would be used for fabricating rebar cages, formwork, pipe spooling and other fabrication activities as required during the construction of HPC.

Do you agree or disagree with Combwich becoming a site for a fabrication works?

Agree 3.6% **Disagree 95.2%** **No opinion 1.2%**

3. Fabrication (location)

A lot of industrial land or brownfield land already exists in the area

Do you agree or disagree that – fabrication works should be sited either at the Main Hinkley C site or other existing industrial location such as Hinkley A or B site?

Agree 87.7% **Disagree 8.8%** **No opinion 3.5%**

4. Park & Ride Buses

EDF's preferred proposal is to park its park and ride buses (number as yet undisclosed) overnight at the Combwich site. Buses would start up at approximately 4.30am and return around midnight.

Do you agree or disagree with the proposal to park buses at Combwich overnight?

Agree 7.1% **Disagree 89.9%** **No opinion 3.0%**

5. Combwich Wharf

In addition to using Combwich Wharf for the large AIL's (abnormal indivisible loads) EDF now wishes to use it for 15 deliveries a month for other cargoes. That is 30 ship movements (arrivals and departures).

Do you agree or disagree with this level of use ?

Agree 10.0% Disagree 81.8% No opinion 8.2%

6. Combwich Wharf Shared Use

Thirty ship movements a month on the available high tides would dominate the use of Combwich Pill by EDF to the almost complete disadvantage of other users.

Do you agree or disagree that -- for safety and amenity issues an agreement for a fair sharing of tides and access to the Pill should be negotiated?

Agree 87.0% Disagree 1.8% No opinion 11.2%

7. Noise and disturbance during unsocial hours

To safeguard local residents from noise and disturbance during unsocial hours, use is restricted solely between 08.00hrs to 1930hrs on Mondays to Saturdays and at no other times without the prior written permission of the local planning authority. EDF is seeking to change the times in some areas to 24 hour usage.

Do you agree or disagree that – hours of use should continue to be restricted to safeguard local residents?

Agree 97.1% Disagree 2.9% No opinion 0%

8. Freight logistics site to be returned to a Green field site

EDF propose to return the freight logistics area to a greenfield site after the construction of Hinkley C rather than leaving the site for continued industrial use.

Do you agree or disagree with the area being reinstated as a Greenfield site after use.

Agree 95.9% Disagree 1.8% No opinion 2.3%

9. EDF's Consultation Process

EDF's consultation process is in two parts. In **Stage 1** there was no mention of Combwich as a site for a road freight depot, fabrication buildings and overnight bus parking, or the 24 hour use of some facilities. There was therefore no opportunity to comment on those issues at that time.

While other communities were aware of the main proposals affecting them at Stage1, we only discovered them after Stage 2 was launched, effectively denying Combwich residents the level of consultation provided for other communities.

Do you agree or disagree that - EDF's consultation in relation to the Combwich proposals has been adequate?

Agree 22.2% Disagree 74.9% No opinion 2.9%

Independent Observer: David Hatherley (Cannington Parish Clerk),
44 Tor View Ave.
Glastonbury.

Appendix 2

EDF, STAGE ONE & TWO CONSULTATION FAILURES WITH REGARD TO THEIR COMBWICH PROPOSALS

1.1 Otterhampton Parish Council strongly believes that consultation with regard to a number of major proposals at Combwich is inadequate for our community and has failed to uphold some of the guiding principles EDF outlined in it's pre - application consultation documents.

1.2 We believe information has not only been inadequate but completely absent under Stage One, on what are now preferred proposals under Stage Two.

1.3 HM Governments code of practice on consultation, which EDF apparently adopted, has a number of key criteria.

1.4 The Parish Council feels EDF may have failed with regard to the following criteria :

a. Consultation documents should be clear about the PROCESS; what is being PROPOSED; the scope to INFLUENCE and the expected IMPACTS and benefits of the proposals.

b. Consultation should take place at a STAGE when there is SCOPE to influence the POLICY outcome.

c. Consultation responses should be ANALYSED CAREFULLY.

d. The BURDEN of consultation should be kept to a MINIMUM.

2.1 EDF's explanation that plans are 'evolving' raises the question – evolving from what ?

2.2 'Evolving' appears to be a stock, fallback answer by the company when challenged on certain emerging issues such as the use of Combwich as a road freight depot or as a site for fabrication works.

2.3 What process and public examination did these proposals undergo to now appear as EDF's preferred ones ?

2.4 Why did we at Combwich have no knowledge or opportunity to comment on some of these preferred proposals under stage one, unlike our neighbouring communities ?

3.1 For instance, the sudden unannounced appearance of the Combwich road freight logistics and Storage site as a preferred proposal.

3.2 Communities were able to comment on four, Stage One options / proposals on search areas for a road freight logistics site.

3.3 However Combwich was never suggested as an original site for a road freight depot.

3.4 Throughout the Stage One consultation documents any proposal for Combwich was only ever stated as a freight logistic site for water borne freight.

4.1 Generally, most of the Combwich community appeared to accept use of the wharf to enable ALL's to arrive for delivery to Hinkley Point. The village has lived with the wharf being at the centre of our community for over 40 years. The need for a storage area to accommodate these large loads was also recognised and so there was little controversy on the proposal outlined under Stage One.

4.2 There was a great deal of concern in the other communities about having a road freight logistics site in their localities and so they commented strongly against the proposal.

4.3 Clearly if Combwich residents had known that there was a possibility of their village hosting a road freight facility, then they also would have commented vociferously.

4.4 As it was outlined under the Stage One consultation, there was no possibility of a road freight depot at Combwich - and therefore no apparent need to comment !

5.1 It appears that EDF may also have failed to analyse consultation responses carefully. (HM Governments key consultation criteria)

5.2 While the Parish Council does not believe it was EDF's true intention to play off one community against the other, in reality this may be what has happened.

5.3 We feel question number 8 in EDF's Stage one questionnaire was poorly worded and could have led to EDF possibly incorrectly interpreting the results to justify having a road freight depot at Combwich under their Stage Two Consultation preferred proposals.

5.4 We understand only 472 questionnaires were submitted under the stage one consultation in total.

5.5 There were two search areas at Cannington for a road freight logistics site under Stage One options.

212 respondents indicated that their preference was for neither site at Cannington.

UNSURPRISINGLY

211 respondents indicated their preference was for the proposed freight logistics site at Combwich.

5.6 Possibly illustrating our understanding of the need for a water borne freight storage site for the large loads, approximately 30 people from Combwich responded to the questionnaire.

5.7 Over 200 Combwich residents packed the local village hall to protest at the preferred proposals under Stage Two that are only even now - 23rd August 2010 - becoming apparent by working through the 8,834 pages of the Consultation.

5.8 It is clear the 211 respondents were actually indicating a preference for the Combwich PROPOSAL which was as a WATER borne freight logistics site, NOT as a road freight site.

6.1 Consultation for the Combwich community did not take place at a stage where there was scope to influence EDF's preferred proposals.

6.2 The Parish Council – and (judging by the huge interest) Combwich residents, would like an explanation as how Combwich emerged as the preferred proposal for a road freight logistics and storage area.

6.3 What apparent act of presumption by EDF has resulted in this proposal ?

6.4 The Parish Council can only imagine that EDF has made a hugely significant error of judgement hopefully accidentally and not deliberately.

**6.5 Section 4.3.28 of the Stage One Consultation report states –
*'Freight handling facilities at Combwich were the most popular option with two thirds of respondents in favour of the proposals'***

6.6 We suggest a more accurate statement should read –

'Less than 40% of people who responded to the EDF questionnaire were in favour of a WATER borne freight handling facility at Combwich' (472 questionnaires – only 211 in favour)

6.7 The Stage One consultation report Summary, July 2010 states –

'There was broad public support for the plans to upgrade Combwich Wharf and provide a freight logistics facility'

6.8 Please note there was still no mention of Combwich as a site for a road freight depot.

6.9 The Parish Council feels this may not be a careful analysis of the responses.

6.10 Despite EDF's commitment to being open and transparent we have yet to see the written comments on the questionnaires, only EDF's interpretation.

7.1 The previously unannounced adoption of Combwich, as a road freight logistics and storage site preferred proposal, should surely have featured strongly in the newsletters and literature sent out to the local community by EDF especially in the preferred proposals summary. There was not a mention !

7.2 The Combwich community certainly hold strong views against it, as shown by the numbers that turned up and the strong vocal opposition at the public meeting held on August 5th 2010.

7.3 The use of Combwich as a road freight depot did not even feature at the recently held Stage Two EDF exhibition in Combwich. It was not covered on the exhibition

boards, although there was room to mention a plethora of relatively unimportant issues such as on site staff parking and security fencing.

7.4 It was not even under the key changes section. It only mentioned a freight logistics storage site, which in fact was not a key change having been aware of it at the start of the Stage One consultation.

7.5 It does pose the question whether there was any deliberate attempt to mislead or just incompetence ?

8.1 The true situation, which has led to so much anger in the village and an apparent loss of trust in EDF, only came to light when a parish councillor found a reference to road freight use at Combwich tucked away in the Masterplan for Freight Logistics.

'Combwich Wharf is also to be developed to handle the delivery of other construction related goods by water or ROAD'

8.2 Otterhampton Parish Council deplores the way serious proposals are apparently hidden away in the documents.

9.1 Due to the loss of trust engendered by the sudden appearance out of nowhere, of major proposals on the Combwich site, we are having to laboriously read all 8,834 pages of documents. This is something many organisations and individuals are being forced to do.

9.2 This onerous task is still not complete seven weeks into the Consultation making a mockery of the suggestion that –

The burden of consultation should be kept to a minimum.

10.1 It is of course fortunate that we delved into the depths of the documents and did not rely on EDF's summaries, newsletters or exhibition boards.

10.2 What was lurking in the documents undeclared in any of the above material was a preferred proposal to have two huge 'Fabrication' buildings and works on the Combwich site.

YET AGAIN – just where did this proposal evolve from.

11.1 There is no information, rationale or justification for many of the preferred proposals.

11.2 How did the proposal for a bus depot and 24 hour use of the access road develop into a preferred proposal ?

12.1 On a true consultation with the public, questions would be answered, not evaded or apologised for with –

'Plans only just developing'
'Transport plan is immature'
'Transport strategy has a long way to go'
'Incredibly immature plan'

12.2 It appears EDF has undertaken a consultation without themselves understanding and being clear about –

- a. What is being proposed.***
- b. The expected impacts and benefits of the proposals.***
- c. Minimising the burden of consultation.***

13.1 Of course the Parish Council understands that plans are evolving.

13.2 In the interests of fairness and justice it is important to understand where they are evolving from with an equal opportunity for communities to comment.

As we have shown with regard to the road freight proposal this does not appear to have happened.

14.1 Repeatedly on the Comwich proposals, it appears EDF has flouted the Code on Consultation they have supposedly adopted.

The Parish Council considers the consultation is –

- a. Inaccessible for the majority of the general public.***
- b. Superficial where it should be informative.***
- c. Extremely burdensome.***
- d. Misleading.***
- e. Unfair on some communities.***

15.1 Otterhampton Parish Council has no hesitation in suggesting that in relation to Comwich, EDF is conducting a failed consultation.

Appendix 3

OTTERHAMPTON PARISH COUNCIL

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David Eccles CBE
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26th August 2010

Dear David

Thank you for attending our public meeting on 5th August 2010. You will have seen for yourself the concerns of local people, about plans EDF have for our community. The overflowing village hall and strength of feeling shown clearly indicate the level of opposition to some of your plans.

A point made many times is that most of the village is not anti Hinkley Point C, and accepts the Wharf's role in delivering the essential AIL's to the power stations.

To have our general support for your project as described in the Stage 1 Consultation abused by the excessive preferred proposals for Combwich, eventually discovered in the near 9,000 pages of the Stage Two Consultation documents is to be regretted.

Following a number of meetings between you and members of Otterhampton Parish Council, you are fully aware of our objections to your proposals.

To formalise matters, the following are preferred proposals to which the Parish Council strongly object.

1. The overuse of Combwich Wharf by up to 15 deliveries by ship per month. These plus AILs will place an unreasonable burden on our community. We remind you it is situated in a small cul-de-sac Somerset village closely surrounded by houses and a Special Protection Area on the river. This level of domination of Combwich Pill can not happen.

2. The huge fabrication buildings and work at the Freight logistics site.
3. The 'Road' freight Storage and logistics site that also appeared in the proposals from nowhere.
4. The generally excessive operating times and proposed 24hr use of some facilities.
5. Bus parking from after midnight until 04.30 hrs.
6. The Consultation process, particularly with regard to the Combwich proposals which leads us to question the adequacy of the consultation.
7. The unsatisfactory mitigation proposals.

A comprehensive submission will be made by the Parish Council, to your Stage 2 consultation, fully outlining our objections and in some cases viable alternatives before 4th 2010 October.

A questionnaire of our devising will be distributed to the Community and results compiled. We will also encourage the villagers to complete the EDF questionnaire as they may wish.

It is to be regretted that our communities association with EDF and the Hinkley Point site, has started this phase with such a series of unpopular proposals. It is in no ones interests (not least EDF's) to have a legacy of bitterness and mistrust possibly causing problems and disruption for all concerned during the 7 year construction of HPC.

We are available for discussions on these and other matters before the Stage Two consultation closes when we will seek to temper your excessive proposals in the hope of a long and beneficial working relationship with you during the construction and operational life of HPC.

Yours sincerely,

Barry Leathwood.
Chair, Otterhampton Parish Council.

PS. We will be writing to you again shortly with regard to the adequacy of the consultation process

Appendix 4

Statement to Somerset County Council Scrutiny Committee regarding EDF preferred proposals for Combwich

Thank you for giving me the opportunity for alerting you to the EDF proposals to Swamp our village with industrial type developments.

In stage one it was Cannington, now it is Combwich.

We generally support Hinkley Point C and understand the need to bring the large Ail's through Combwich.

The tiny harbour at Combwich is surrounded on 3 sides by houses and on the 4th by a special protection area / Ramsar site.

EDF's preferred proposals for 16 to 20 ship deliveries per month could make it size for size one of the busiest wharf's in Europe! – And effectively blockade any leisure use by villagers for 7 years.

The proposed freight logistics area on a Greenfield site is bigger than our entire village.

Proposals for Two huge 'fabrication' buildings and works here - should be at the Hinkley Point site or on an industrial estate.

Preferred proposals have appeared out of nowhere with no justification or rationale.

Worse - under this consultation the Combwich community have been denied the chance to comment on and affect the outcomes of proposals which other locations rightfully objected to and have been moved to Combwich.

Where did the proposals for –

The road freight depot,
Fabrication works,
Bus depot,
24 hour use of some areas,

Appear from?

Why didn't the newsletter, summary of proposals delivered to houses, even the exhibitions inform us of most of these major proposals?

The Parish Council are clear – EDF - by not complying with most of the governments key criteria on consultation –

By ignoring District Council advice that - at the Stage Two consultation no 'new' options should be incorporated –

Are conducting an Inadequate and failed consultation with regard to the Combwich proposals.

Paul Gripton, Otterhampton Parish Councillor.
September 2010.

Appendix 5

Statement to Somerset County Council Cabinet Meeting

30th September 2010

EDF's Preferred Proposals for Combwich

Thank you for giving me the opportunity to raise the concerns of the Otterhampton Parish Council about EDF's proposals for Combwich.

We believe that the consultation in relation to Combwich was inadequate and we now know from reading the reports you are considering today, that we are not alone in our concerns.

In **Stage 1** of EDF's consultation there was a proposal for the refurbishment of Combwich Wharf to allow primarily the delivery by sea of 'large indivisible loads' (AILs) and other construction materials. Also for a freight consolidation facility for the temporary lay down of seaborne loads prior to being transported to the main construction site at Hinkley Point. The Parish Council responded favourably to the proposals subject to concerns about operational hours, noise and more generally the volume of traffic on the Hinkley Point Road (C182).

Under the **Stage 2** consultation 'preferred proposals' there were virtually no changes that affected Combwich on display at the EDF exhibition in the village, or in the literature they delivered to our residents homes. It was only when a parish councillor delved into the near 9,000 pages of documents on the company's website did the truth gradually emerge.

EDF did not volunteer the information that they proposed Combwich as a huge Freight Logistics Facility covering an area larger than the whole of our village. The land in question is classified as 'Flood Zone 3a- High Probability' and within a few hundred yards of our residents.

Hidden away in the mass of detail not referred to in the publicly distributed literature are plans for three 12 metre (39 feet) high by up to 120 meters (390 feet) long industrial buildings. EDF plan to use two of these for fabrication purposes.

The freight logistics site which was originally to be used for storage of large seaborne loads prior to delivery to the construction site, is now planned to become a road haulage depot and parking area for the EDF Park and Ride buses with the infrastructure to support this development. The only storage area designate by EDF is to be located at Combwich.

All this, together with a massively expanded role for the Wharf, restrictions for local boat users and 24 hour use of the of the feeder road could blight the village for the next 9 or 10 years.

Despite our best efforts we have failed to discover the rationale for EDF's proposals for Combwich..

Finally, whilst other communities were aware of the main proposals affecting them at Stage 1, we only discovered them after Stage 2 was launched, denying Combwich residents the level of consultation provided for other communities.

We therefore believe the Stage 2 consultation was totally inadequate.

Barry Leathwood
Chair, Otterhampton Parish Council
30 September 2010

Appendix 6

Otterhampton Parish Council Questionnaire on EDF'S Hinkley Point C Preferred Proposals For Combwich – Questionnaire Comments

- Who pays if property prices drop due to disruption, noise etc. We came to Combwich to retire to a quieter life if we wanted industrial noise and disruption we could have moved to a much cheaper area.
- The meetings I have attended recently have vividly highlighted the great inconvenience which would be caused to Combwich residents by the proposals. The peaceful rural nature of the village would be irretrievably damaged. The whole network of village and country needs would be put under severe strain. Trying to shift problems from one community to another will not work. The whole area is under threat. Hinkley C is not needed and not welcome. We need to save energy and develop other renewable.
- The coming of the new Hinkley power station has been on the cards for the last 26 years. Why is the process now being hurried through? There are no adequate plans for transport issues around the whole area and lack of consideration of pollution, noise and huge influx of people from outside the area. What has happened to the consideration of a road across from Dunball? Why has Combwich been singled out for the dumping of buildings, Lorries, parking etc, just because there will be downloading from the wharf. Obviously cost must be an issue but the disgraceful way EDF are shamelessly assuming that they can use anywhere they please and not negotiate with local populations should be investigated by the Government. Our democratic rights are being infringed (unless EDF re-write the second stage of the proposal in a transparent jargon) How can there be justification of building fabrication units on a Greenfield site and a flood plain. What about environmental issues surrounding the preservation of village life. So from the very heart of the traditional British way of life comes the appeal to our MP our ministers in government, to all the agencies who stand up for the environmental issues but finally to the cabinet and the Prime Minister himself. Yes we are a small community but why pick on the smallest, it's bullying at its worst!! To the powers that be – re write extend the second stage of the consultation (due to end 4.10.10) and make it what it should be – an open, honest and transparent document. Thank you.
- EDF's plans indicate a 'French' mentality. France is a considerably bigger country. There are viable alternatives which would leave our village un-altered. The 21st century is one thing. Destruction of villages, houses and lives is nothing but a return to feudalism. EDF must be prevented from imposing their will on us. They will make money – let them spend some and establish a proper system which won't affect our villages and Bridgwater.
- If these proposals do go ahead EDF should re-locate residents in Estuary Park to a like for like property in a quiet rural location and pay a fair property price plus legal fees and removal costs. If only part go through EDF should pay for insulation against noise, triple glazing, increased house insurance costs and any other increases incurred that are beyond the control of property owners. If nothing happens we will stay.
- We are unsure whether it was deliberate EDF policy to keep the inhabitants of Combwich unaware of the proposals which would affect the area massively, until stage 2 of the consultation. It seems totally unfair. The enormous projected use of the wharf, the building of the huge road freight logistics and storage site AND the construction of the enormous fabrication buildings are all totally inappropriate on the edge of this quiet, peaceful village. Also why store the park and ride busses here? There is land available near Hinkley Point,

which would not affect any residential communities. This should be used even if additional costs were involved and this community would be un-affected.

- Regarding Fabrication (industrial) buildings, EDF refer to the single story buildings maybe but on a par height wise to an aircraft hanger!
- Talks should take place to ensure leisure boaters have proper use of the pill. Freights unloaded at the wharf should be delivered to Hinkley Point C, as soon as possible – storage at the wharf limited.
Fabrication should take place at Hinkley Point C not at Combwich. Traffic having a village primary school, lots of consideration should be given on the amount of traffic going to and from the school and what affect all the Hinkley traffic will have on top of that.
- As a family we moved to Combwich because of its peaceful rural location and because it is safe for our daughter. We are strongly opposed to EDF's proposals for Combwich.
- Under stage 1 where did EDF propose to locate the fabrication facilities? Is EDF directly paying/employing council planning personnel to assist their planning application, thereby affecting impartiality of decisions?
- We think that the stage 2 consultation is void as we cannot protect our village amenities if we do not know what EDF's proposals include. How can we protest if we are not aware what the full implications of their plans may be. Moving the goal posts to suit themselves is NOT ACCEPTABLE!
- Not anti nuclear but very anti EDF proposals which will swamp Combwich. EDF have ignored the disturbance to the village their proposals will bring. Misleading and failed consultation. I sense an interesting time ahead!
- Will there be any compensation for those directly affected by the building due to loss of value of house?
- Having lived in Combwich and experienced two new power stations being built at Hinkley Point, I fail to see why transportation and building cannot be effected by means of the purpose built road which skirts the village and construction to take place at Hinkley Point. It was successful before and was before the road was built. I think that EDF have acted in an underhand manner by not discussing original details until they obviously feel it would be too late for parishioners to consult. They should take serious note of our concerns as this is a small quiet village and not an industrial site. Maybe a wharf should be built at Hinkley thus avoiding all these problems. Assuming there is enough space. It is outrageous to propose massive buildings close to our village.
- I strongly support the rejuvenation of Combwich as a light industrial centre, continuing its long history of import/export. The village has benefited from coal import, brick and tile export, brush manufacturing and of course massively from the nuclear power station industry. It would be arrogant and irresponsible to deny the area such continued benefit in the future. I refer particularly to Combwich being a very rundown village in the 1950's and the benefits bought by the inward investment, housing, schools, survival of pubs, shops,

garage etc since 'B' station construction. The shop, garage and one pub have been cost. More activity, more life, more investment.

- Comwich wharf should be used for heavy loads that cannot be easily moved by road, as in building A and B station and transported on new road that was built to accommodate that purpose. But the industrialisation of Comwich should not take place as there is plenty of land at Hinkley for this purpose.
- We live in Comwich because we like the village life; it's a peaceful and friendly place. EDF's proposals will turn our village into a 24 hour industrial estate and this will destroy our village life. The traffic on the A39 at Bridgwater is already heavy, the roads cannot cope with all the extra HGV's etc, so the answer is to build a bypass from Dunball to Hinkley. Leave Comwich alone.
- Comwich is an adaptable village, we are happy to take our share of disruption as long as we are rewarded by EDF for the inconvenience. However the way they have treated the people of Comwich fills us with dismay. They believe they can walk all over us and have proven deceitful in their "Consultation" with the village. They have deliberately withheld information and taken us for a ride.
- EDF "Consultation Process" is a legal requirement but it will have little or no bearing on the final decisions. It would seem logical to have the "Park and Ride" busses overnight in a secure area at the terminal from which they are required to operate. The views of those people most affected by the proposal, i.e. those closest to the Wharf should carry more weight than those least affected.
- Question 8. (Freight Logistics site to be returned to Green field site. Agree ticked) Hypothetical – We do not want the Lorry Park etc, FULL STOP! We do not want noise pollution, airborne pollution i.e. Diesel fumes and dust, light pollution (at night) submission 6 to IPC, WSDC, SDC and EDF. We submit that in the event that planning consent is granted for a new power station and infrastructure, then non – negotiable conditions are attached to that consent to compel EDF to make a wholesale boycott of those affected homeowners who want to move at pre blight property values and this to include full compensation for all reasonable expenses. We are very concerned that this would pose an increased threat of terrorism. We suggest the Parish Council recommends that residents who are EDF customers change their electricity provider in protest.
- Park and Ride should be located near M5 motorway. Do not believe that should building proceed at Comwich site would be reinstated as Greenfield.
- This proposed development on a green field site would NEVER be allowed to any other industry such as planning restrictions should apply to EDF. We all know it will not be temporary! If you can call 8 years temporary!
- EDF have stated that they cannot site the fabrication and storage site at Hinkley "A" because they do not own the site. (I think that is what we were told at the meeting 2/9/10!) They do not own the green field site on which they are proposing to site the fabrication buildings. So I cannot understand why they think they can purchase this land for use.

- Need to know why Combwich site is preferred by EDF over existing sites at Hinkley for these purposes? If they have no adequate explanation then the site at Hinkley should be used and proper infrastructure constructed there for this and any future development. Need to know this when it is known to give opinion if reasonable or just cost cutting. If they do have a reasonable explanation (would need to assess this when it is known, to give opinion if reasonable or just cost cutting) then we would not oppose the development provided
 - A) Proper planning restrictions are in place relating to hours of operation
 - B) Proper traffic calming provision is made.
 - C) The village is provided with new amenities by way of compensation.
 - D) It is removed after the station is built.
- As mentioned in the Parish Council meeting I believe there was a previous feasibility study completed for Hinkley Point (1990?) The recommendations made then should be reviewed and EDF made to justify why they are not abiding by them. I believe it is clear that as Hinkley has been here for many years it is proposed disruption we oppose, not Hinkley itself.
- My concerns over this development centre on those who may be urged, in some way, to support it by surreptitious or devious means. I trust our M.P. will be watchful of all procedures as they develop and actually be on our side.
- We believe that EDF should seriously consider building a road between Dunball and Hinkley. This would negate the need for a new road between Cannington and Hinkley.
- Prefabrication should be undertaken at the existing Hinkley site which would mean any noise and disturbance is unnoticed within the industrial site. Small loads to supply the operation could be accommodated by building a smaller groyne or pier to allow this.
- It is all wrong; Combwich is far too small to accommodate such huge operations. I.e. prefab buildings, shipping and transport. What are EDF thinking about? Not the people of Combwich and surrounding are! EDF Go somewhere else that's fairer.
- Two power stations have already been built at Hinkley Point without needing to use offsite fabrication areas. Why is it needed now? Unless it is a way to get round planning laws to develop the site for other uses.
- We are bitterly opposed to any development by EDF on the proposed 90 acres Greenfield site located behind Combwich ponds and leading to Cannington marshes. No one else would be allowed to build here on what is essentially a flood plain. So why should they suddenly be allowed to? All this pre fabrication, freight logistics, park and ride, busses etc, etc needs to be put out at HINKLEY POINT. Why should we have our village and life style ruined by morons who put a "balance sheet" before common sense? This is causing untold WORRY and STRESS to a lot of retired people in the village.
- Our main concerns are all on this questionnaire, road freight, fabrication buildings, park and ride, busses, wharf, noise and light. We feel Combwich is far too small to have this industrial plant.
- I feel Combwich has been very badly treated by EDF who seem to think they can treat this village differently to others with whom they have previously had consultation and whom have obviously NOT wanted such an industrial impact in their backyard. This is unacceptable. I have no objection to Hinkley C, just EDF's cost cutting short cut approach. THERE ARE ALTERNATIVES.

- No to EDF Hinkley Point C
- I would like to make it clear that I am not against EDF's proposal to build Hinkley C but more consideration needs to be given to the residents of Combwich with only a minimum of disturbance where absolutely necessary.
- I am very concerned about the traffic on the main road and the effect an accident might have on the access road to the village with young children this is also a concern for speeding vehicles along the road. I also believe that a curfew should be in place if the proposed buildings go ahead. Although I cannot understand why it can't be placed on Hinkley "A" site?
- As the information re the wharf and fabrication site was disclosed in the 9,000 page document I do feel the fact it was 'discovered' is not an argument that the village can use that this was not disclosed. I believe the village should look forward at what can be obtained for the village and it's residents for the employment of future generations. I would like to see concerns at how the fabrication sight can be softened e.g. trees etc. If work is necessary to the wharf lets ask for a lock gate for the pill and this area to be made attractive. Double glazing for residents that may experience additional noise. Free reduced electricity cost for inconvenience caused by any works for the life of the project. Funds that can be obtained to improve the common and children's play area. An EDF support scheme for the school. Commitment from EDF to use local staff where possible for all aspects of work e.g. The Anchor catering contract. Lets see what we can get for Combwich as we are undoubtedly the most affected village. I do believe where EDF make reasonable requests that we have a responsibility to accept these. The government has already committed itself to the future of nuclear industry so the sooner we stop fighting and sit down with EDF to find compromises and workable solutions which will benefit the village the better. In the same way EDF is putting in planning requests where it is pushing for the "stars but will accept the moon" we should be doing the same. Let's make requests for the maximum we can get knowing what our bottom line is also. We should also be wary of our local / national representation as they will be looking at the bigger picture not solely at the residents of Combwich and local areas. E.g. our M.P. indicated 50 million in bus tax to Sedgemoor which will be a political win for the larger economy and future election winner in a time when local government is under pressure to reduce costs. Let's just make sure we get what we want as a community first. Remember this is a a business transaction nothing more less!!!
- Question 5 (Combwich Wharf) don't really have an objection to increased usage of wharf as long as long as things are transported direct to Hinkley i.e. no fabrication building. It may be an advantage to keep increased road transportation down between Bridgwater and Combwich.
Question 6 (Combwich Wharf shared use) without knowing how many leisure boaters use Combwich Pill it is difficult to know how much impact this would have on them, so unable to fairly compare the loss of this to potential advantage in Steart.
- Neither of us are opposed to the idea of nuclear power. Also neither of us are opposed to reasonable use of the wharf for A.I.L.s However, we are totally opposed to the complete desecration of village life, it's community and infrastructure which is reported in the current EDF consultation documentation, where a quiet tranquil rural setting becomes the equivalent of an industrial heartland.
- While Combwich might benefit from small scale manufacture and workshops, EDF's proposal is of massive scale. It should be sites well away from habitation. Noise, fumes and

light pollution will be enormous. I feel sorry for those living closer than I. I worry to about our bird population. Coming to the village recently I marvel at the windows at low tide and many flocks of interesting and varied types. Should the R.S.P.B. be consulted? I believe we may have Nutcrackers – quite rare!

- A balanced approach has to be taken with EDF with respect to ensuring that HEAVY traffic is removed from the roads leading up to Cannington. Comwich has to be a good option to land heavy loads (A.I.L.'s and larger components) but this must be managed and in keeping with our residents wishes for use of the wharf and arriving at un – social hours. Basically, a freight storage is right but this should be minimal i.e. NO normal vehicles, transporting busses, fabrication vehicles, cherry pickers etc.
- We strongly disagree with use of a green field site when there is adequate land with buildings at Hinkley Point. If parking is an issue at Hinkley Point “A” then the proposed intermediate level waste store areas can be used as it does not seem to be in progress. Also multi - story car parking should be considered as at Musgrove. Consideration needs to be given to rail transport using the terminal at Bridgwater.
- Would also be interested to see proposals that have been discussed for road from Dunball to Hinkley C before more discussion on that as I am not sure this is an option we should accept as a village either, even though Mr Liddel Grainger M.P seems to make this the way forward.
- This is a quiet village and whilst I appreciate the benefits to the wider community of building Hinkley C it should not be to the detriment of Comwich. I feel it would be good to negotiate and compromise with EDF, but offering Comwich help to improve local amenities. A fair trade off I think.
- The wharf should be used for the unloading of cargos, which should be then be delivered at appropriate times, to working areas within Hinkley Point A, B or C boundary. As should the park and ride busses to be parked and maintained at above Hinkley sites. Action must be taken to stop the use of the wharf as an industrial site.
- I have no objection to a new power station, we all need electricity and in my view nuclear is the best alternative option. Hinkley is a massive site and I can see no reason why storage, fabrication etc cannot be confined to the site. In my mind the volume of traffic will be a problem. There will be a substantial increase in freight and supplies being transported to site. Contractors will undoubtedly drive to site as opposed to using park and ride. The present road will be hazardous. A new road is essential.
- Can EDF be legally forced to restart the process at stage one to ensure fair consultation? Can we have reassurance from the various councils involved that we will be supported in our efforts?
- EDF have been deceitful and dishonest and have rightly lost any sympathy they may have had previously. They will ruin the peace and charm of this rural village if they are allowed to proceed with their monstrous plans which would ruin a quiet and charming area of Somerset.
- It seems the Council has been informed more substantially re 9,000 page document. So this is fine with me. I found the public information adequate. For me it is important to keep the village lively and local businesses supported. EDF also supplies an enormous amount of employment. All of us will prosper from that. The Council should be able to apply for some funding from EDF for local improvements etc.

- It makes no sense from a fuel, emissions, costs or logistics standpoint to park any busses in Comwich. Surely the logical conclusion is to park them where they have finished, so they are 'on site' ready for use the next shift i.e. the park and ride sites.
- It is a shame that this world and day and age do not care about small villages and country side. Comwich village and roads will not stand this kind of industrial development. Why not Porterhead Docks and transport by rail to disused industrial sites. (Cellophane or Colly Lane) or flat bottom boats to their site. Like they shipped sand and rocks to local sea sides. (Lyme Regis / Minehead)
- A park and ride system should be put in place for ALL Hinkley workers, but it needs to be sited away from villages, it should be sited on waste land on the outskirts of Cannington. Building should not be allowed to start without the park and ride in place. The traffic is getting worse and worse as is the noise levels. NOT TO mention the speed a lot of them drive at. EDF seem to be dealing with things in an underhand way. Where residents reside on adjacent main road, EDF should budget to replace or install good double glazing, in keeping with the property, to aid noise levels, plus plant amenity trees and tall shrubs along highway to help reduce noise.
- Another nuclear station is essential if we are to avoid "black outs" in the future. It is inevitable that we will experience disruption during the course of building this station but the benefit to us and particularly future generations are worth it. The main disruption, which is unavoidable, will be increased volume of traffic on the main Hinkley road and the A39 through Bridgwater. The logistic proposals, wherever they are sited, will not reduce this affect. We should accept that someone and that includes me, will have to put up with this disruption for the future benefit of the community as a whole.
- Comwich should not be turned into an industrial area when Hinkley Point is already industrialised and has land available adjacent to the site. RDF's proposals will destroy the peace and tranquillity we enjoy living in the village. Also once this site becomes established it will be here to stay even on EDF's departure. The planning and consultation for this project has been dealt with in a totally underhand manner which makes one wonder what EDF are still withholding from the local community.
- EDF have stated that they are building a temporary landing stage at their site. Surely this is where all the fabrication buildings and deliveries should be made. The idea of a park and ride bus service was to reduce vehicle movements. In view of the Cannington to Hinkley road being a "Red Route" on the emergency plan for Hinkley, using Comwich as a major distribution centre would involve a potential reduction on speed of emergency services response and will involve more and more complex vehicle movements which may jeopardise the local community should there be a traffic collision.
Have we a copy of the Hinkley Emergency plan?
- Road Bridge from Dunball only sensible option as this would relieve the traffic from existing roads in and around Bridgwater. It would also provide access to site in case of emergency. Concern re - light and noise pollution in quiet village also increased flooding risk due to building on a flood plain. EDF's on line questionnaire is another instance of inadequate consultation. A) Print so small, difficult to see. B) No option for submitting a hard copy, so excludes people with no computer access.
- Many of us who live in Comwich feel very privileged to do so. Yes we need a Hinkley C, yes EDF own the Wharf. But do we have to have these warehouses? Our village will be

ruined by noise and traffic, they cannot cope with. Surely there is room on site at Hinkley. Then maybe Combwich will survive.

- We strongly support any opposition to EDF's proposals, which would have an unacceptable impact on Combwich village life.
- Hinkley Point Station has all the facilities for safe storage and managed security, so why use Combwich as an industrial site?
- From our replies from the above questionnaire, you will gather that we totally disagree with EDF's stage 2 proposals for Combwich wharf. It is obvious that these proposals have not been thoroughly considered by EDF, as they have certainly not taken into account the affect they will have on local residents. In spite of EDF's feeble excuse against building a permanent landing stage at the Hinkley site, the overwhelming opinion of the local community (not only Combwich) is that this would solve most, if not all of the problems.
- EDF showed use the available land on site and not use any part of Combwich.
- We agree that the consultation has been inadequate. It also is of concern that some figures e.g. Numbers of busses and Lorries are still not available. We are also interested to know what EDF are proposing to offer Combwich if any of their plans are put into place? What are we as a village going to gain?
- This is not a proper consultation by EDF. It is more decide, announce, and defend. Their proposals for Combwich freight and fabrication are poorly thought through with no rationale.
- I have lived in this village most of my life as a rural village. I now have two children and this is one of the reasons I stayed as it is a safe rural village for them to be brought up in. I am disgusted that EDF are proposing to use this village for so much of their industrial growth purposes. We seem to be the last resort after approaching other villages in the area. Why don't they build the Dunball road as proposed originally? Or is it all down to COST! If so what about the cost of our daily living standards we have as residents?
- We already have noise from Cannington Grain Store and the Quarry. The road is totally inadequate at harvest time when farmers from all over Somerset bring their grain to the store. Tractors and trailers, massive lorries use the road plus all the existing Hinkley traffic. I live in Combwich and when Hinkley change shifts I have waited a good 10 minutes to turn right into the village. Please don't turn our village into a rural M25!
- Main concerns are traffic congestion of Hinkley point road, noise, light pollution from the site and insufficient consultation time. Also, last time the wharf was used to bring in a large load for B station, the boat was stranded for 1 month due to bad weather and unable to dock at Combwich. How then do they expect to achieve 15 a month?
- It is difficult to believe that this deeply flawed proposal is intended to be taken seriously? All aspects are bad. Even Question 8 (Freight logistics site to be returned to green field) There should be no reason to use agricultural land anyway. The proposals are an insult ill conceived and insufficient thought for local people. There is not even any quid pro quo compensation.
- No good reason given why they cannot use Hinkley Point site for all activities.

- Although my husband and I feel we have adequately commented on EDF's proposals on this questionnaire, we would like to re iterate fully on all comments. Question 8 (Freight logistics site to be returned to green field site) Although I would like to see the site reinstated I cannot see this happening especially in view of the fact that on asking this very question to one of EDF's reps, the reply I received was that there was nothing to prevent them from applying for extension for its continued use e.g. for de commissioning, repair etc once the site was there.
- It is appalling for a life community changing plan to be poorly / unfairly put to a consultation and do in such a short time. When there are obvious pre developed sites to be used it seems socially negligent to cut costs and potentially ruin the rural community that is Combwich. Huge levels of transport cannot be supported by the present highways and as such again poor consultation / research is evident in terms of proposals for transport.
- Utterly ridiculous that green field should be used when I could show them many brown derelict sites that would be adequate yet around the Hinkley site itself. If these proposals are agreed it will be shameful for those in planning from the Council to the Secretary of State.
- In the 1950's Hinkley A station was built with the promise sweetener in the Bridgwater Mercury "electricity for one farthing per unit" The new docking facilities were built at the wharf. The boats arrived with their large cargo. The whole village would turn out to watch the unloading on to even larger lorries, we would admire their skill at negotiating our village roads when they were making their way to their destination at Hinkley Point. Why do we now need facilities built at this wharf which will obviously exist at Hinkley point? One journey from boat to destination Hinkley point please. Obvious place for park and ride busses is either pick up point or disembarkation point, not a rural village.
- Park and ride would be best sited at UCL facility (old cellophane factory) this would also benefit Cannington. Could this brown field site also be used for other work?
- If there is funding available to modernise and refurbish Combwich wharf, why is this not used to build a wharf at Hinkley site? This would then reduce transport costs reduce pollution from multiple lorry journeys and avoid congestion on local roads, as well as the disruption to Combwich village. It makes much more sense to do these works on site, so why use somewhere off site? These should be non negotiable insurances in place that EDF must remove all traces of buildings and fabrication, once the work is completed and that Greenfield sites must be returned to the original, not then converted to brown field sites that can then be made available for housing development or industrial use.
- This new build should have been at Avonmouth where there is already a great deal of industrial use and good transport links. A new bridge and road should be built from the M5 Dunball to Hinkley. More wind, wave power. No nuclear.
- Whilst we agree with the need for Hinkley Point C we thoroughly disagree with the proposed industrial site on green field land at Combwich. There are plenty of existing brown field sites at Hinkley Point. We believe that a Bridgwater bypass from junction 23 of the M5 direct to Hinkley Point would solve a lot of the traffic and logistical problems.
- The last question could have been the first it identifies all the negative aspects contained in questions 1 to 8. The stage 1 consultation process was clearly flawed and we should push this as hard as possible NOW to all the bodies concerned
- with planning and who will ultimately contribute to the determination process.

- We, in common with most others consider EDF's consultations have failed and if not lied to we certainly were not told the whole truth. What has now come to light is totally unacceptable. On a purely personal note our house has been on the market for four months. We have had three potential buyers but feedback from the estate agent revealed that all three pulled out purely due to concern about Hinkley. The proposals have put a blight on local housing probably for 6/7 years.
- Combswich is a small rural village and not an industrial area. Why can EDF not use existing sites which would fulfil their needs and which will not impact on local residents who chose to live in a quiet rural village? We are concerned about traffic on the main road to Hinkley, the road already is a speed track for the employees at Hinkley and this makes the road very dangerous. This will only get worse when there will be HGV's speeding along this road. If there is an accident on the A39 the entire area becomes gridlocked and the surrounding village roads i.e. Spaxton, Nether Stowey etc are also gridlocked with not only regular cars but HGV's, busses, cars pulling caravans. These roads are not built to accommodate such volumes of traffic and as a result caravans have to be unhitched and turned around> I came from Spaxton and have experienced this many times. This will only get worse. To add to this if someone in the village was taken ill emergency vehicles would all struggle to get through. The result of which could be the loss of life. What a high price this would be for such a proposal to go ahead. This development needs consideration as it will be around for generations to come. Will Somerset County Council sell out to EDF to cover the budget cuts and debts at the cost of Somerset residents?

There are other options available to EDF which have less impact on the environment, villages and the already terrible traffic problems. Hinkley Point could house fabrication and storage on site, this would not be at the cost of people who have spent their lives working towards getting a better life only to have it threatened. A road from Dunball Wharf bypassing Bridgwater would benefit there ways. Easing traffic in Bridgwater, giving a more direct route to Hinkley Point and if they put the fabrication and storage near Dunball they could use Dunball Wharf for shipped loads. All this could then travel the new road. If it were not for the Parish Council we could not have been fully aware of the proposals for Combswich. Having read through the proposal document, it has become clear that EDF have tried to hide major elements of their plans in such a lengthy document. We feel that we cannot trust EDF and as far as we are concerned EDF have failed this consultation due to the lack of information given to the residents.

We also believe that the article in the Bridgwater Times on 2nd September 2010 which quotes Kerry Richards as saying the sum on £1 million from EDF is way off the mark and is calling upon resident's district wide to demand millions of pounds more. This does not show S.D.C. supporting the community in fighting these plans. It only highlights that S.D.C. just want EDF's money and does not care a lot about how the daily lives of residents will be affected when there is an industrial estate built next door to them with 24 hour working.

- I am opposed to the development at Hinkley Point, but given that any objection in principle will fall on deaf ears. I will limit my comments to the proposals and their effect on Combswich.

Since the construction of A and B stations, all the surrounding villages have doubled and trebled in size. Most households have motor vehicles, in many cases more than one. Without any construction traffic the C182 is slow enough at times, particularly when slow moving agricultural vehicles are using it or depositing loads at the grain store. On a recent occasion when only one load was being brought from the wharf to the C182, there was traffic disruption. The village school is now much larger and the traffic will impact on the timing and regularity of classes let alone the safety of children.

The use of the wharf for large indivisible loads, the erecting of five principle buildings and a buss park in area for EDF park and ride scheme pays no regard whatever to the enormous

light and pollution which will be caused to residents. The proposals are opposed. All movement should be via Dunball and a direct bridge link to Hinkley Point.

Regrettably, I shall be in hospital in-patient when the meeting being organised by the Parish Council is to be held. The solution must be:

A0 A direct link to the Point from Dunball

B0 That longstanding residents of say upwards of ten years, should be offered a minimum of £1,000.00 as partial compensation and to relinquish their homes and relocate in similarly pleasant and peaceful surroundings.

C) That free electricity should be available to all residents during the construction period and

D) That you think again.

- Comwich becomes one of the main developments. How can that be??
In stage 1 Comwich was going to have AIL's coming through a revamped Wharf which was basically accepted by the locals then suddenly in stage 2 EDF's preferred proposal Comwich was going to have 60 acre freight logistic site, 2 MASSIVE FABRICATION BUILDINGS, bus park and god knows what else they have planned for us. The fabrication buildings were even missing from the info that was sent to me by registered post because of where I live in relation to the development. HOW COULD THEY LEAVE OUT SUCH MAJOR INFORMATION?

This just leads me to say that EDF have failed to conduct a proper consultation.

- In stage 1 of the EDF consultation the plans for Comwich were for AIL's and a laying down area next to the wharf which if taken on face value was acceptable. However Stage 2 of the EDF consultation the laying down area suddenly became an industrial sight, larger than the village, with huge fabrication buildings, bus depot and freight logistics site. Many of the details were hidden away in the pages of documentation and consequently we believe EDF have failed to consult properly with the residents of Comwich.

We accept AIL's need to be transported by sea and unloaded at Comwich wharf. What is unacceptable is bringing in "other bulk materials" by sea dominating the use of the Pill and building an industrial fabrication/freight depot larger than Comwich that will destroy a peaceful village and it's way of life.

Once built the industrial site will certainly become permanent. There will be too many pressures from industrial/commercial/local government interests to return a green field site. To use a green field site on a flood plain, where there are already brown field sites at Hinkley Point A and B and others around Sedgemoor, would be a sacrilege.

Taking an 18 hour daily average traffic flow (using EDF's figures) there will be one vehicle (HGV, bus, car) every minute passing the entrance to the village junction. Additional traffic generated by the Steart Projects and any outages at Hinkley Point will increase this figure even more.

All the junctions along the C182 Hinkley Point road need to have visibility and access improved along with traffic calming measures to regulate the high speed of vehicles that already make egress from these junctions a dangerous lottery. Statistics don't show the number of near misses and even a single death will be too much.

The pressure on the A38 & A39 through Bridgwater, combined with other planned projects will bring the town to a standstill. Emergency vehicles will be seriously delayed responding to any major incident like RTA's, medical emergencies or fires along these routes and to the villages surrounding the Hinkley Point area. Bridgwater needs to have a northern bypass, the ideas of bus lanes down Taunton road and traffic lights at the Cross Rifles roundabout are ridiculous.

- I am concerned about the proposed bus/HGV park and freight logistics/storage, (and Fabrication buildings) being built on the site for the following reasons:-
It is on a Greenfield site.

It is also on a flood plain. A considerable amount of aggregate will need to be brought in to heighten the site to meet EA requirements. Has EDF taken into consideration the amount of extra Lorries that will be needed to bring aggregate in for this purpose when estimating their traffic numbers?

It will mean large HGV's will have to transport the fabricated materials along the road to Hinkley point, the weight, height, length and number of these vehicles has not yet been disclosed. Is the road sufficiently robust to take these large loads, how and how will they negotiate the bends?

The number of vehicles on this road will have a serious effect on the residents and businesses along the Hinkley Point road. I farm land on both sides of the road, we have milk tankers calling daily and large vehicles delivering feedstuff etc. What does ED/Highways intend to do to ensure people living/working at Steart, Stockland Bristol, Comwich, Stogursey, Wick, Burton and Shurton will be able to get out onto the road from their respective junctions?

- Like the majority of its residents, we have chosen to live in a village because of the peace, tranquillity and beauty of its surrounding countryside. The idea of having a 60 acre industrial estate in that village fills us with outrage and dread, in particular one that will house not only storage but the banging, drilling and grinding of a 24 hour fabrication unit. Furthermore the additional 24 hour stream of traffic that will be generated by HGV's taking loads from Comwich Wharf and the additional 5000 people on busses and in cars past the entrance to the village to Hinkley C will be unbearable and unimaginable. How this small country road will sustain this traffic, on top of the employees that currently work on Hinkley B is unfathomable and has clearly been given little thought. We might as well go and live on the slip road of the M5.

House prices will undoubtedly fall, crime will probably rise, noise, traffic and light pollution will be horrendous, wildlife will be disturbed, trying to get in and out of Comwich will become a nightmare and the right for pleasure boats to use the wharf will disappear as this giant bully called EDF moves in and takes over our beautiful village. Well, we are not going to stand by and let it happen.

It is simply not acceptable and I find it ridiculous that EDF can even consider it when there are acres of land and decommissioning buildings already on the site at Hinkley Point. Their argument about shipping in their AIL's via Comwich wharf because it's not possible to bring them into Hinkley directly is quite pathetic. They are building a 760 metre sea wall and a nuclear power station, for heaven's sake. An onsite wharf would surely be a walk in the park for these engineering masterminds!

The way EDF has allegedly "consulted" is not only poor, but scandalous. Despite their 9000 pages of documentation they seem to have conveniently skimmed over many important factors in their Newsletters and have hidden other important factors in the depths of the Master plan documents, some of which even contradicts itself in places.

The fact that the engineers "hadn't thought about fabrication and where it should be located" until very late in the consultation period is laughable, in a somewhat frightening way.

They're building a NUCLEAR POWER STATION – WHAT ELSE HAVE THEY FORGOTTEN!!!!!!!!!!

- Comwich should encourage EDF's Hinkley Point C in developing the next nuclear power station and should consider themselves lucky that a very large development is built, before any opposition to this is made, why not get in touch with the people who have lived in the area when the first one was built and get their reactions and views. The modifications to the village were completed with the first Hinkley, so the amount of disturbance to the village will be minimal and one has to consider the possibility of employment and there are going to be a considerable number of people glad to work. Possibly including many from this village and other villages in the locality. I have lived in this village for some fifty years and from my own view I did not work at Hinkley but I know a great number who were very glad

that they did. Think of the general state of the country and be very glad of such a development being considered before opposing. These remarks which I have made are not meant in any way to influence anyone. We all have our view on this matter, these are mine.

- Hinkley Point should be used for all work on Hinkley C. There is no reason for not building a dock there. If they do not wish to do this then there is always the commercial dock at Dunball with a road on the north side of the Parrot and bridging father down (in original plans for Hinkley C before). Use of Decommissioned parts of the A site.

If northern route and Parrot is used all traffic from Dunball Dock, road links including M5 and bussing of workers could all use this route, bypassing Bridgwater and all Village areas to the Point.

Having attended a meeting with EDF on 5th August 2010 and a Parish Council Meeting on 2nd September 2010 I would like to express my concern over the proposed planning applications at Comwich by EDF.

- 1) At no time, as far as I am concerned, was there any mention of any intention to do anything at Comwich in EDF's Stage 1 consultation.
- 2) To propose a large industrial site on a small rural village let alone the proposal of 15 hours plus working of the site in 24 is utterly unacceptable to my mind. The Noise, Light and Air Pollution would be horrendous.
- 3) I also understand that in the original application for the previous planning application for a Hinkley C expansion all had to be routed by a road on the North side of the river Parrot. Should this not be enforced? For if it was this would solve many problems, the use of a proper commercial dock at Dunball a road direct off the M5 and the dock for heavy haulage of all types and a direct route to The Point for the transportation of workers from Bridgwater and many surrounding areas.

Now to other points reference the proposed planning at Comwich. First I would like to point out that EDF been very reluctant to give out any detail of what they propose only at best very broad outlines so obviously this is based on what little we know and perhaps on common sense.

A) Road Freight

If as was mentioned by an EDF representative they propose to have 75 lorries at the site. Due to lack of information from EDF we can only surmise what use would be made of these. If economical use is made at say 1 trip every 2 or 3 hours, (the journey is only approximately 15 to 20 minutes each way) including loading and unloading, in a 10 hour day this would give each lorry approximately 4 trips each way. So if you multiply this out you have 8 x 75 journeys =600 HGV journeys from this site alone. Add HGV journeys from junctions 23 and 24 of the M5 say 25 from each per day this would be another 100 trips per day. Add busses as follows:-4,500 workers as 45 per bus would be another 200 journeys. Add ancillary traffic as 50 vehicles another 100 trips.

The total of this comes to 1,000 vehicles day and does not include traffic generated by sites A and B. Also what percentage of this traffic would be generated between 19.30 hrs and 08.00 hrs? A statement was made that EDF would move most vehicles during less busy periods.

B) Fabrication

Surely it would make much more sense to put buildings for fabrication on site at Hinkley Point or make use of decommissioning buildings on the "A" site. If this is not possible there are I believe plenty of available Brownfield sites available.

REMEMBER THE COMBICH SITE IS ON FLOOD PLAIN AND THIS COULD SERIOUSLY AFFECT THE VILLAGE BY FLOODING THERE ARE TIMES WHEN THE PRESENT DEFENCEW ARE SERIOUSLY UNDER PRESSURE ALREADY
On the same site they also want to run a park and ride facility 4.30am to midnight, for how many I do not know but of course the workers vehicles will be arriving before 4.30am and leaving after midnight.

Add the Wharf to this with tidal working (24 hours a day) 30 ship movements a month which is totally unacceptable due to the fact that this number of high tides totally restricts local boat owners from use of the Pill except at times when it is not feasible due to the restrictions that are imposed by the lowness of the tide and height of the mud in the area at the other times, it would appear to be a total take over by EDF.

C) Noise and Disturbance

This should be restricted to solely between the hours of 08.00hrs and 19.39hrs for the whole of the site, and no allowance made at any time no matter what the excuse. Also I would like to point out that the noise, light and air pollution that would be caused to a small rural village would be unacceptable and horrendous.

WOULD YOU LIKE THIS ON YOUR DOOR STEP WHEN THERE OTHER ALTERNATIVES.

D) Returning the site to Greenfield

I hope that the planning permission for all the works are refused and that common sense will prevail. If local wishes are overruled then compensation be given to all property owners affected for the value drop in their properties and paid for by EDF and the site returned to Greenfield A.S.A.P

E) EDF's so called Consultation Process

As far as I can find out Comwich was not mentioned in Stage 1 of the consultation, perhaps it was held back on purpose, either as a backup site if other areas objections were upheld, or as their preferred site and kept undercover. The only thing mentioned was the use of the Wharf but no s, most people in the village that I have spoken to assume that a few loads would come as they had in the past not a total takeover and industrialisation of the whole of the village. None of their proposals were ever displayed in the village or put in any literature sent to me or anyone else; therefore we had no prior knowledge that anything untoward was likely to affect this village. Most underhand I believe and totally undemocratic and no better than I would expect of the French I haven't forgotten DeGaul after WW11.

I am sorry if I have gone on too much but this affects the whole village and I only hope that some part of this may prove useful.

- 1) Road Freight I am unable to determine from the information provided an educated opinion to the question asked. "Road freight logistics" this could cover numerous combinations of either, both hazardous and non-hazardous. I therefore feel that EDF should provide more specific information as to the type and quantities of materials to be stored. The heading suggests that there will be significant vehicle movements to and from the site therefore more specific information should be provided to this also, as this will create its own problems to our local road network.
- 2) Fabrication Although the EDF representatives gave some indication as to the type of fabrication to be carried out at the proposed facility, the information I believe was deliberately vague. I have been a fabrication engineer and have worked in varying types of fabrication and manufacturing – the EDF rep mentions the fabrication and spooling of pipe work. I would assume therefore that this could include some machining of the same, machining pipe is extremely noisy, and it is the type on noise that would travel a good distance over what is normally a quiet residential area. Therefore EDF should be far more specific and honest about what fabrication is intended. Buildings of the size given would be detrimental to the visual amenity in the countryside and although at the public meeting there was some reference made about the size of Cannington Grain Store, I believe this was just by it being an agricultural facility within a agricultural area.
- 4) Park and Ride busses Surely the park and ride busses should be parked at their origins of journey. To park at Comwich over night and then have to travel to either Hinkley Point or Bridgwater to start their journey would not be cost effective and would be contrary to the government's policy on the conservation of fuel and the reduction of carbon pollution, as well as adding unnecessary extra vehicles to our already busy road network.

5/6 Combwich Wharf As a person that originates from an area with what was the busy industrial sea port of Poole Quay I know that the proposed use of the Combwich Wharf on the scale suggested would be extremely disruptive to the tranquillity of the village as a whole not just local to the wharf. The sort of sounds, created by cranes and associated heavy plant necessary to carry out the proposed activities, include high pitch clanking and shrieks. It would not be anything like days gone by when the wharf and pill was used in conjunction with the sailing ships.

If the use of the Wharf is dependent on it being partially demolished and rebuilt I see no reason why the docking facility for AIL's and other ships and barges could not be sited on the south east side of the wharf and leave the north side as it is. I believe these craft will need to turn against the tide to enable safe docking, the new dock could be built to allow craft to approach at 45deg to the direction of the river, this also would not affect the use of the pill by local pleasure boaters and retain the right of the local rate payers to use the pill as and when they like.

I do however agree with those others that suggest that the harbour facility should be provided at Hinkley Point together with access roads linking the Point with our already in situ motorways.

I further reiterate the views of my fellow villagers, in our concerns over what is already a growing problem, being our local road network. We are in effect a cul-de-sac, thus only one way in/out, any incident between Cannington and Bridgwater- Cannington and Williton and or Combwich and Cannington already deprives Combwich and in fact other local villages of effective emergency services, the vast expansion of local residential development has further exacerbated the situation, the proposals, ferrying workers in and around the area and the extra commercial vehicle traffic will make it impossible.

- We feel EDF have taken control of Combwich as if it is their right. EDF have not thought through the effect and disruption it will have on the resident's lives in the village for many years.

We chose to live in Combwich for the peace and quiet of a rural setting, away from the noise of a town and certainly away from noise of industry.

EDF's proposals will have the opposite of quiet, we will be surrounded by noise, from increased volume of traffic, which will include, road haulage ++ as well as large transporters. There will also be increased noise from the almost daily/nightly use of Combwich Wharf dependent upon tides, with large cranes and use of lights. Leisure boaters must still be able to make use of the tides and these should be shared with ship movements. Noise will also be intrusive from the fabrication of machinery in the proposed 3 large buildings. These buildings will be ugly and spoil wildlife and environment, as well possibly altering the local flood plain. The height and size of the buildings will increase by being built on 2 metre plinths and is not acceptable, as well as the noise from possible pile driving the foundations.

Noise will also be heard from the park and ride busses. We **STRONGLY** object to ANY use of busses overnight – after 10pm and before 7am. This would interfere with sleep patterns. We feel appalled that this should be even considered.

We also strongly object to any increase in noise and disturbance outside of social hours i.e. between 08.00 and 19.30 hrs at Combwich Wharf. This would apply to loading of cargo and freight movements to freight storage areas.

Access in and out of Combwich by road will be extremely unsafe with the amount of heavy goods vehicles, abnormal loads + partially blind corner coming from Hinkley Point. There are many parents transporting children to schools + older people.

The road from Cannington to Hinkley Point is a "B" road and not built to take this amount of heavy traffic.

Some residents have enquired about insurance regarding their property and have been advised there could be increases of a substantial nature as the flood plain could be compromised.

WE are very unhappy with EDF, particularly as these latest proposals were not discussed at any public information meeting and no mention was made in the last flyer from EDF, regarding – Preferred Proposals – in July 2010 and therefore have had very little time to discuss and state our objections. We feel they were trying to hide this from all the residents of Comwich and we no longer trust anything EDF says.

The simple solutions for all residents of Comwich, Cannington and Bridgwater would be:

- 1) To build a road across the Parrot at Dunball to give direct access to Hinkley Point and so avoid the large amount of disruption to the Bridgwater area for many years.
- 2) To re-equip the Wharf at Hinkley Point to enable large ships to be docked to unload large freight.

We feel the latest proposals are appallingly inconsiderate and insulting to the residents of Comwich and their chosen way of life.

- We should not accept this “fabrication in this context”. To me the word means a lie or forgery. The way it is being used was considered rare in the 1950’s (S.O.E.D.) “Fabrique” in French is a factory and fabrication is what happens there. The first translation in my Oxford Dictionary is manufacture. Have we been led into a trap? Or has the softer translation some different result in planning laws. Any experienced planner knows that manufacturing areas and residential areas must be kept well apart. They do not mix.
- My wife and I attended the Parish Council meeting at the Village Hall in Comwich last Thursday evening. We were very heartened by your responses to our questions and your resolve to work on behalf of our community.

We live just outside Comwich (Otterhampton) – very close to the Hinkley Point Road. We occupy the building marked with an X in the satellite photo I have attached to my comments.

Given the statistics referenced in the Parish Council meeting about the potential volume and nature of traffic that may well be going past the bottom of our garden in the not too distant future, we are now seriously concerned about the long term value of our home and the serious downturn in the quality of life our home currently provides us.

Our home is part of a 15th Century farmhouse once the childhood home of John Biffen (former Conservative MP) The location of our home was (and for older members of the community is still) known as Biffen Corner.

The current amount of night time Hinkley Point traffic causes us to have to keep our bedroom windows closed, so we dread to think what the future might hold.

The current market value of our property is circa £400,000. We have recently paid our mortgage off.

I am 56 years of age... given worse case Hinkley Point scenarios, the financial circumstances and quality of home life in my retirement years could well be seriously affected. Indeed, should worse case road traffic scenarios be approved, I would anticipate a significant fall in value immediately following approval. In fact, given uncertainties the property may well already be losing value.

In conclusion: property value. I think it is a matter of some real urgency that the issue of “compensation/remuneration for loss of value” should be looked at. In my view, any compensation package should be based on its comparative market value proportional to the market circa 2009.

Our simple view is that we DO NOT WANT the Hinkley Point Road to carry anything like the potential volume of traffic projected. We have planned for our home to be our last and we want that to be the case BUT we want to be safe in the knowledge that it is protected from the potential scenarios aired at the meeting.

- I am writing as a consequence of receiving an information sheet entitled “Say no to the EDF Industrialisation of Comwich” Alarmed by its content, it has encouraged me to write to a number of influential bodies and individuals – I submit the following to you:
I bought and moved into the property with my wife and two young children in 1987. We chose to buy the house largely because of its quiet, rural location and lack of heavy traffic.

The property is next to the T-junction between Hinkley Point Road (Dame Wythycombe Hill) and the Steart/Otterhampton Road.

Well over two years ago I raised concern with EDF representatives at “information events” and filled out a “concerns questionnaire”. Approximately 6 weeks ago I sent a fairly lengthy email to the EDF information desk. To date I have received absolutely no response to any of my efforts to invite dialogue.

The concerns I have sought to raise relate particularly to increased loaded traffic.

Essentially my concerns (shared by neighbours) are 2 fold:

Since arriving at Hill Farmhouse in 1987, there have been a number of accidents at or near the junction very close to our property...as a direct result of the combined problems of speeding and an almost “blind” exit from the Steart /Otterhampton Road.

The sewage from several of the properties on “our site” goes under the Hinkley Point Road (Dame Wythycombe Hill) via a culvert (that must be 100 years old). If the entry point of the culvert (adjacent to my property) is anything to go by, my guess is that the part that goes under the road is very venerable to increased heavy loaded traffic. Although these are my specific concerns about EDF development of the Hinkley Point site, the lack of any kind of response from EDF points to wider concerns about the lack of a genuine and constructive consultation process. The proposed creation of a 60 acre Hinkley Point support site very close to Comwich would most likely change the character of the village forever. Nearly a decade of industrial activity so close to the village would clearly impact on the value of properties in Comwich (not to mention my own property). Nearly a decade of evolution in house ownership would no doubt change the social dynamics and population profile of the village....hence its character would change.

Offer the contents of this letter to the wider debate about the best way of developing Hinkley Point and as a comment on my personal experience of the consultation process to date. We support the building of Hinkley C (what is now C and D combined). We do however feel EDF have failed the stage 1 by deliberately hiding information from the village of Comwich that was clearly available when they carried out the first presentation.

They still only gave out information if pressed. As well as our village issues EDF’s road infrastructure is a farce. Bridgwater will be gridlocked at most times. They have ignored the previous C site report (which was just one station) carried out some years ago. Since then the traffic has got worse, but they intend to do far less despite two stations being proposed i.e. Hinkley C1 and C2 (the old C and D stations) The site will be used for 40+ years. Hinkley B will be decommissioned and eventually so will C and D site. How short sighted EDF and the council are not to propose and insist that infrastructure is in place first.

Our concerns and issues:

- 1) Increased flood risk to Comwich by removing 60 acres of flood plain.
- 2) Increased traffic during construction of the site (60 acres at 2 meter high = over 7000000 tons of material), they will never remove this and where is it coming from?
- 3) Increased Noise from the industrial unit and container port at all hours. Why can manufacturing not be done at Hinkley Point? Is it because it will be used to manufacture items for other stations as well?
- 4) Why do they need 60 acres? Is it to dump spoil? 30+ busses could be parked on 2 acres.
- 5) Here is an extract from “Container depot services” We operate a 12 acre container depot in Walsall, West Midlands. This is a major depot serving Birmingham and the Midlands region. Our storage capacity is over 4,000 TEU (20ft equivalent unit). So on 60 acres that’s over 20,000 containers.

- 6) Increased traffic and pollution from the bus park and container road traffic, don't forget every container that leaves the site will come back empty and what's the point of storing busses only to drive them to Bridgwater, how green is that?
- 7) Impossible to turn right onto the Hinkley Point Road.
- 8) No provision for cyclists from Bridgwater. The road is currently dangerous to cycle on, with most vehicles being HGV or busses during the construction it will be a death trap for cyclists.
- 9) EDF purposes to be green, but there is no provision for cycle lanes on the main roads. I am sure with safe routes cycling could reduce current and proposed traffic and provide some amenity to the local communities.

SUMMARY SHEET

Total Replies	170
How many made comments	100
How many ticked confidential box	9
Non resident questionnaire	1
Questionnaires received after 17 September	3