

LATE SCOPING CONSULTATION RESPONSES

Consultation bodies have 28 days to respond with any comments, stating either the information that they consider should be included in the ES or that they do not have any comments.

Any responses received after the deadline will not be considered within the scoping opinion but are forwarded to the applicant for consideration in accordance with the policy set out in the Commission's Advice Note 7: Environmental Impact Assessment, Screening and Scoping.

The following EIA scoping consultation responses were received after the consultation deadline specified under legislation and therefore did not form part of the Commission's scoping opinion.

WEMBDON PARISH COUNCIL

**Hinkley Point C
Proposed Nuclear Development
Pre Application Consultation Stage 2
Preferred Proposals – July 2010**

**Response to EDF Energy
by
Wembdon Parish Council
September 2010**

INTRODUCTION

Wembdon Parish Council reviewed the Stage 1 consultation proposals in great detail and our response to that consultation is in the public domain. The Stage 2 consultation proposals have a significant overlap with the stage 1 proposals, and so, rather than just reiterate many of our earlier responses, this document has been prepared to focus purely upon the changes proposed between stage 1 and stage 2 and their impacts upon the Parish of Wembdon and our responses to these proposed changes.

Principle changes between stage 1 and stage 2 relative to the Parish of Wembdon:

Accommodation

3500 workers will require short-term accommodation over several years.

The Stage 1 proposals for labour camps at Cannington and Williton were rejected due to local opposition and these temporary workers will now be accommodated primarily on campuses in Bridgwater (2000) and at Hinkley Point (700) and in local B&B or other similar accommodation.

This will have the effect of increasing traffic movements on the A39.

It also appears that earlier proposals for a possible campus on the Gerber site have now been dropped

Park and Ride

Facilities will be provided for park and ride at Jn23 and Jn24 and Cannington.

A cornerstone of the EDF transport strategy, to mitigate congestion on the A39, is the provision of park and ride facilities, however, with the vast majority of the labour force now being based in Bridgwater, these facilities will be of little benefit to the flow of traffic on the A39 as the car based travellers from Bridgwater (now the great majority) will, by preference, travel to the Cannington park and ride rather than travel back "out of town" to the Jn23 or Jn24 park and ride facilities, only to travel back through the town again to travel to Hinkley Point.

This will have the effect of increasing traffic movements on the A39.

Road congestion/speed control measures

Improvements to Road safety in Cannington

EDF have recognized that traffic flows in Cannington will be significantly affected by traffic for Hinkley Point and have therefore proposed implementing traffic calming measures including road narrowing, gateway entry features and give way chicanes.

Improvements to road safety in Wembdon

The A39 is a major route through Wembdon, constructed in the 1920s to provide a by-pass for Wembdon village with the later addition of Homburg way as a distributor road. Increased traffic on the A39 will impact Wembdon massively because as soon as the A39 becomes lightly congested, the A39 traffic will divert through Wembdon village, along the B3339 unless significant measures are taken to prevent this.

Summary

The changes proposed between the Stage 1 and Stage 2 consultations will have a greater and even more negative effect upon the Wembdon village community. The changes to the plans for the location of labour camps and park and ride facilities all give rise to increases in traffic on the A39 between Bridgwater and Cannington. This will have a severe knock-on effect to traffic flows in Wembdon village.

Whilst we recognise that there will be significant environmental and ecological impacts needed in mitigation, the proposal not to construct the by-pass route or even a haul road between a point on the Hinkley Point road and the A38 at Dunball will result in a major increase in traffic using the A39 between Bridgwater and Cannington. This will be further exacerbated by locating the major workforce in Bridgwater rather than dispersing it across several locations nearer to the Hinkley Point site. The decision to locate a Park and Ride facility in Cannington will result in most of the traffic travelling to this location, along the A39, rather than using the facilities at Jn23 and Jn24.

Given that the A39 is already operating at a level where the smallest incident now creates major traffic congestion, it seems that the B3339 through Wembdon village will become a daily bypass for the A39 with consequent impact on the safety for the community, especially the young and the old.

Wembdon Parish Council is extremely dissatisfied with the revised proposals and notes that the impacts of all of the amendments made between Stage 1 and Stage 2 will be negative to our village and community.