Introduction

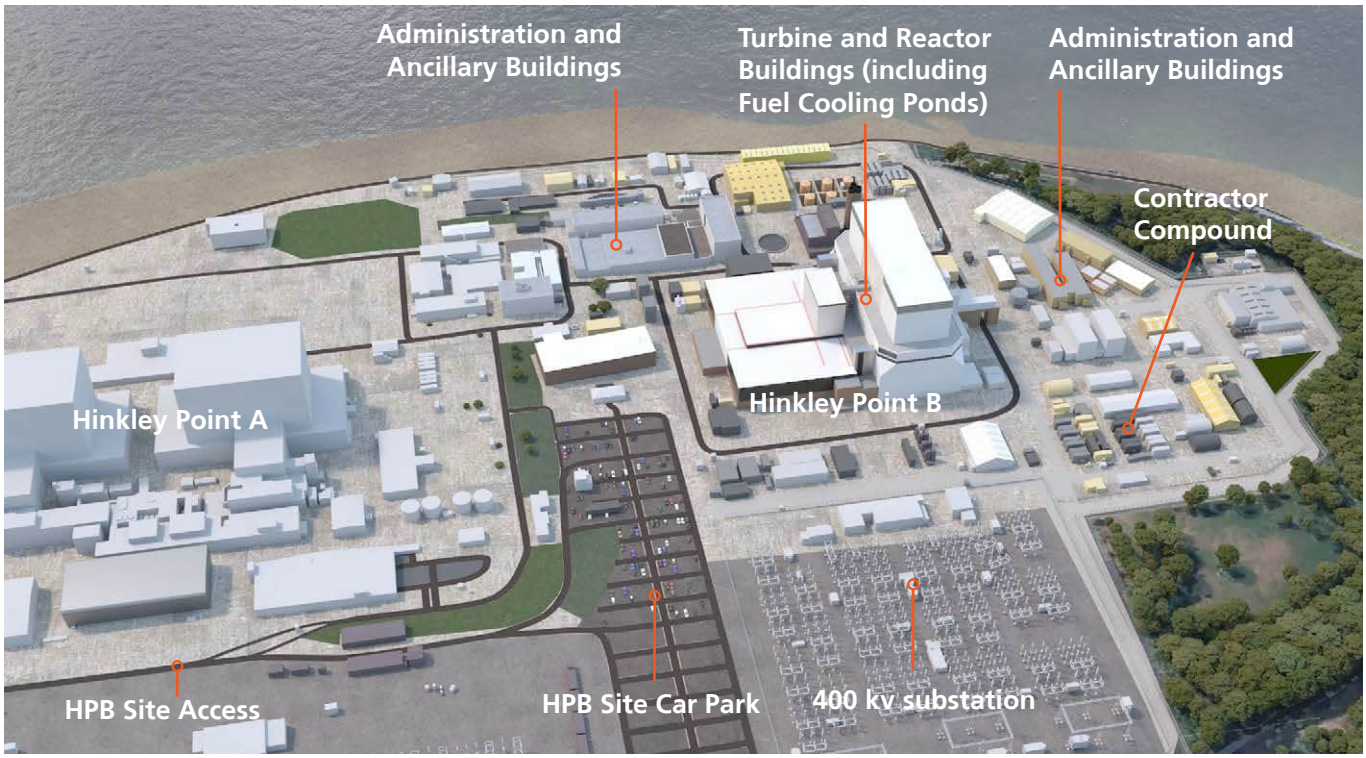
EDF is progressing with proposals to decommission the Hinkley Point B nuclear power station in Somerset.

Hinkley Point B stopped generating electricity in August 2022 after 46 years of service. Over the next few years, EDF will remove the remaining used fuel from the reactors and prepare for the decommissioning of the nuclear power station. Decommissioning will involve dismantling and demolition of the plant and buildings on the Hinkley Point B site.

Defueling activities at Hinkley Point B are progressing well. Since defueling commenced in September 2022, we have safely removed more than half of the spent fuel stringers from the first reactor and onward transferred many flasks to Sellafield. All these operations have been carried out safely and with improving efficiency.

After defueling, in accordance with an agreement EDF has made with UK Government, the Hinkley Point B site will be transferred to the Nuclear Decommissioning Authority (NDA), subject to regulatory approvals, with Nuclear Restoration Services (NRS) (formerly Magnox) becoming the new Site Licence Company and undertaking the decommissioning activities.

The decommissioning proposals presented within this document are our latest assumptions. The proposals are informed by our experience in operating and refuelling the reactors since 1976, knowledge of the reactor and generating technology, and preparations for decommissioning over many years. Our proposals have been developed further following consultation in 2022 with local communities, ongoing environmental assessments, and working closely with NDA and NRS to ensure that decommissioning works are un-affected by the site transfer and can start promptly following the end of defueling. Your feedback, and ongoing work with NRS, will shape the development of decommissioning proposals for Hinkley Point B. The decommissioning proposals will be subject to ongoing engagement with, and approvals from, the Office for Nuclear Regulation (ONR) and the Environment Agency (EA). Elements of the decommissioning proposals will also require planning permission from Somerset Council under the Town and Country Planning Act.

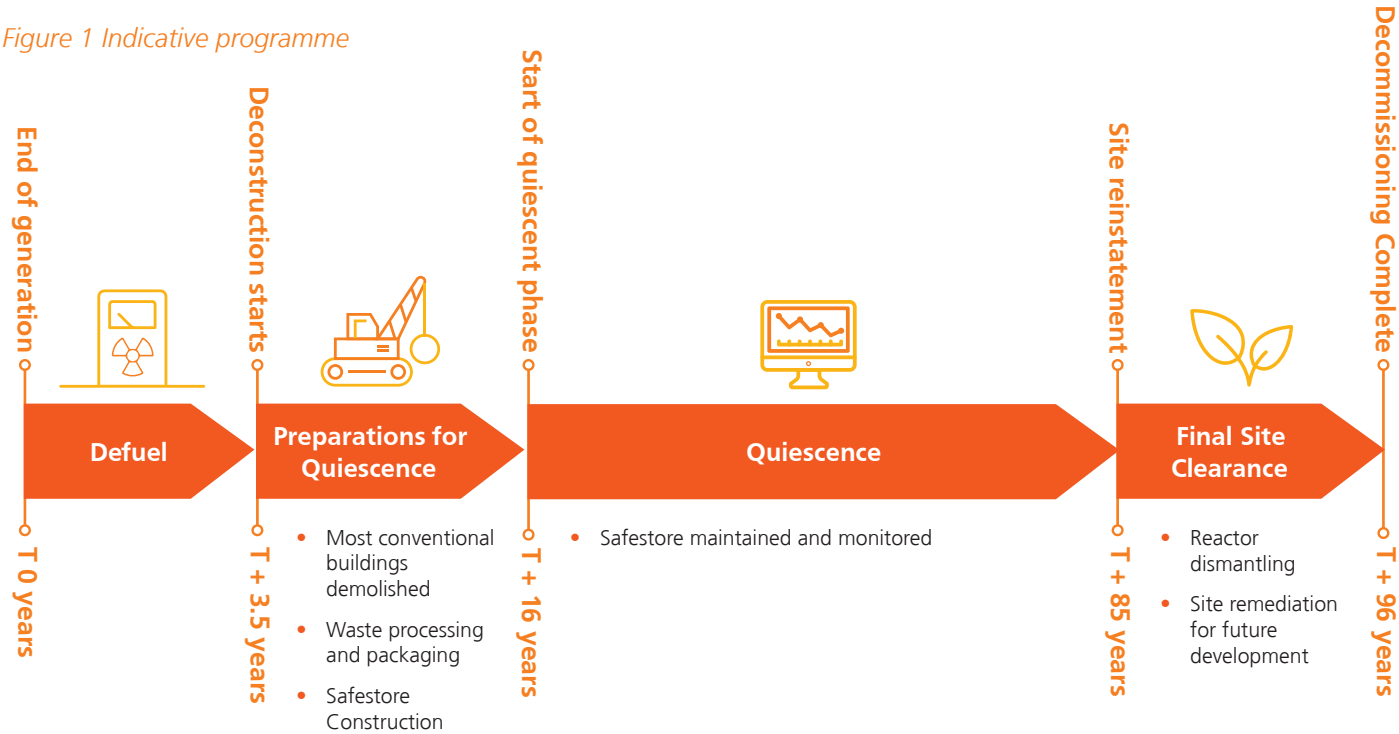


The first phase of decommissioning, referred to as the Preparations for Quiescence phase, is anticipated to start in 2026 following approval from ONR to undertake decommissioning and after the anticipated end of defueling. This first phase will involve the removal of all buildings and plant from the site, with the exception of the reactor buildings and some adjoining structures which will be modified to create a Safestore structure. The Safestore will be designed to maintain the reactor buildings in a safe state through the Quiescence phase of around 70 years. The Preparations for Quiescence phase will take time. It is currently planned to take up to 2038 but this phase may be subject to an extended timeframe depending on the findings of ongoing optioneering studies into how we de-construct our buildings and plant and manage the waste and materials arising from this process. The Quiescence phase is currently anticipated to last until 2107, approximately 85 years after end of generation at Hinkley Point B. Following this, the Final Site Clearance phase will involve the removal of the reactors and debris vaults housed in the Safestore structure. Whilst future uses of the site will not be achieved for many decades, our proposals are a stepped approach to dismantling and decontamination towards an end state. This allows for safe radioactive decay, prior to Final Site Clearance.

Figure 1 shows the indicative programme for decommissioning based on our current understanding. Whilst the phasing and timeframes for activities may change over time as decommissioning progresses at the station, this programme provides a suitable representative example to inform our Environmental Impact Assessment of the Hinkley Point B decommissioning works.

‘Quiescence’ refers to the safe, passive period during which the reactor buildings will be left within the Safestore so that the remaining radioactive materials can safely decay in the reactor core. A regime of continuous monitoring, surveillance and maintenance will be in place during this period.

Figure 1 Indicative programme



What has happened since the last consultation?

Since our previous consultation with stakeholders and local communities in October and November 2022, we have continued to develop the decommissioning plans for Hinkley Point B in liaison with NRS and have begun environmental assessment work. The first consultation helped us gain a better understanding of stakeholders' interests. We have reviewed this feedback, undertaken further work, and can now provide additional information in your key areas of interest.

We submitted our Environmental Impact Assessment (EIA) Scoping Report to the ONR prior to the first consultation in 2022. The Scoping Report outlined our proposed scope of the assessments that will be provided in the Environmental Statement (ES) which will be submitted to ONR under the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations 1999 (as amended) (hereafter 'EIADR') with the intention of gaining consent to undertake the decommissioning works.

The ONR provided EDF with a Pre-application Opinion which outlined their response to the Scoping Report taking into account the comments they received from their consultees.

This Pre-application Opinion generally confirmed that the proposed scope and methodology for the assessments put forward in the Scoping Report was acceptable.

You can view a copy of the Pre-Application Opinion on the ONR's website at: www.onr.org.uk/

Why we are consulting again

We are holding this consultation now to gain your views on the decommissioning proposals before the Environmental Impact Assessment is finalised and submitted to the ONR in summer 2024 seeking approval to commence decommissioning. This document provides an overview of the proposals for decommissioning. It includes information on how our proposals have developed, how we have listened to the feedback from our previous consultation, and how potential effects from the work will be managed.

Our consultation will run from **15th April** to **27th May**. Your views are important to us and we encourage you to provide your feedback. You can submit your feedback through our questionnaire, freepost or via email. You can find out more online at: www.edfenergy.com/hinkley-point-b or by visiting one of our in-person events.

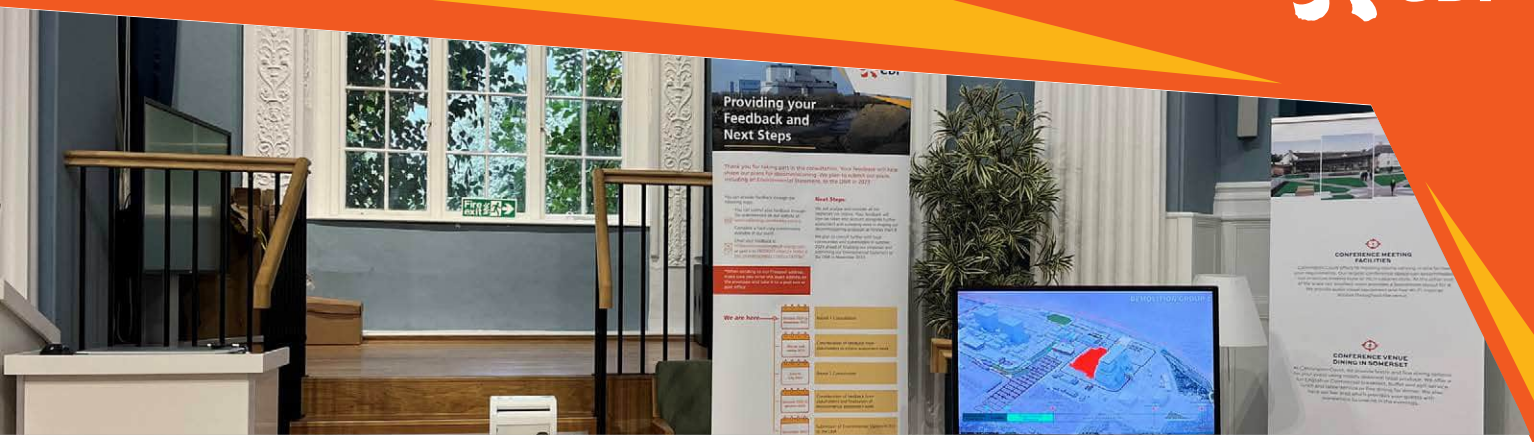
How we have considered your feedback

We received a total of 19 responses to our previous consultation from local authorities, businesses and communities.

35 people attended our in-person exhibition events, and 135 users visited our virtual exhibition space. We thank you for your participation and have considered your feedback which has assisted us with the development of the decommissioning proposals and provided focus for further environmental survey and assessment work. The key matters which were raised at the last consultation and our responses to themes are provided below.

Decommisioning	
You said	**Our response**
Is there an economic case for extending the operational life of Hinkley Point B and delaying decommissioning due to the cost of continued inspection to satisfy safety requirements?	Hinkley Point B has been the nation's most productive nuclear power station over its 46 year generating life. When the station closed in 2022 it was because it had reached a point where the costs of ongoing inspections, maintenance and associated operations would start to outweigh its future financial viability. It was also important that staff who worked at the plant, whose life had already been substantially extended several times, could start to plan for their futures after generation. It was both of these factors that helped shape the decision to end generation in summer 2022.
Are the 400kV power lines and pylons going to remain to service Hinkley Point C (HPC) and Hinkley Point B (HPB) during decommissioning?	The 400 kV power lines from HPB will not be re-utilised by HPC. HPB is still utilising the 275kV connection for various on-site systems during defueling, but it will likely be disconnected shortly afterwards. HPC is serviced by a new grid connection. The onward connections of the 400kV and 275kV at Hinkley Point B and Hinkley Point A (HPA) respectively are managed by National Grid and we are not responsible for the removal of these systems and therefore do not yet know their future intentions for the power lines.
What will happen to the 275kV power lines which connected Hinkley Point A to the national grid, and also had a link to Hinkley Point B?	

Final site clearance	
You said	**Our response**
Suggestions for the future and interim use of the site, including for renewable energy and hydrogen production.	Although other uses could be considered for the HPB site in time, the present proposals are that the land could not be reused until final site clearance works have been completed. The decommissioning strategy at HPB will be frequently reviewed to examine opportunities for improvements of the approach. Any future developments would be subject to planning and regulatory approvals, including the requirement to consider whether such opportunities alter the environmental effects outlined in the Environmental Statement submitted under the EIADR.
EDF and Nuclear Restoration Services (formerly Magnox) should consider opportunities for interim use of the land through the local plan process and engage in the plan making process.	



Health and Safety	
You said	**Our response**
Monitoring for any radioactive dust emitted during deconstruction is important. Any approach that could minimise the risk of radioactive dust being emitted should be taken.	Decommissioning works with the potential for radiological contamination will be undertaken in controlled conditions to prevent exposure of our staff, the public and the wider environment to radiological emissions. The Environmental Statement will consider the potential for dust to be generated on-site and the potential for effects of this on the local environment. The assessment will identify measures for inclusion within the Environmental Management Plan for implementation during demolition activities to reduce dust generation and prevent impacts from dust.
Concern about the safety of nuclear energy and the potential for any nuclear-related incident.	Like in operation and defueling, decommissioning activities, including storage of radioactive material, will require a Safety Case. The site licensee is required to demonstrate how the site will remain safe throughout the decommissioning period. This Safety Case is required to analyse the impact of potential scenarios such as terror threats, natural disasters and extreme weather on the site and prove how site integrity will be maintained to prevent impacts on people and the environment.
Concerns about the safety of nuclear waste storage.	
Concern about the potential hazards of natural disasters and war during the quiescence phase, and the potential safety impacts these events could have on HPB.	

Traffic and Transport	
You said	**Our response**
Concern that the lack of HPB worker transportation during decommissioning may cause excessive traffic on the roads around Wembdon.	The workforce to support decommissioning is likely to be lower than employment levels at HPB during current operation of the power station, especially when accounting for outages which were a natural part of general operations. It is therefore unlikely that transportation for HPB workers during decommissioning will be a cause of additional traffic in the locality.
Will the existing railhead in Bridgwater be used after defueling?	There are currently no plans to utilise the railhead in Bridgwater for decommissioning activities following the completion of defueling. It is currently anticipated that the existing highway network is sufficient to deliver and remove all materials and wastes to and from the site to support decommissioning.

Waste Management	
You said	**Our response**
Concern about the long-term impacts of nuclear waste on the environment.	Radioactive materials on the site are managed in accordance with our Radioactive Substances Regulation (RSR) permit regulated by the Environment Agency (EA). As part of this permit, radioactive discharges from site and all methodologies for storage, treatment and management of radioactive wastes must be proven to follow Best Available Techniques (BAT) which enforces a reduction in the hazards associated with these waste streams. The suitable methodologies for long-term management of radioactive waste is set-out by National Policy. Our decommissioning plan aligns with the suitable treatment, management and disposal routes for radioactive wastes outlined in this policy.
Concern that when removing nuclear fuel from the site there may be a need for temporary on-site storage and questioned whether there were contingency plans for limited site storage or an overlap of decommissioning phases.	We anticipate to complete defueling of HPB in 2026 at which point 99% of radioactivity will have been removed from the site. Some operational Higher Activity Waste (HAW) from HPB will be retained within the Hinkley Nuclear Complex beyond the Preparations for Quiescence phase. During operations, some Intermediate Level Waste (ILW) produced has been stored in purpose built Higher Activity Debris Vaults. These are expected to be retained on-site through the Quiescence phase within the Safestore and emptied during Final Site Clearance. Some operational ILW will however require processing and direct management during the Preparations for Quiescence phase. Studies are ongoing to identify the Best Available Techniques (BAT) for treatment and disposal of operational ILW during the Preparations for Quiescence phase. Processing of operational ILW may involve consigning some ILW off-site for further treatment (i.e. incineration, washing, decontamination), or encapsulation of waste in cement and packaging in special containers appropriate for long-term storage. It is expected that these works could largely be undertaken utilising an Operational Waste Processing Facility. Optioneering is ongoing to identify whether this requires a purpose newly built facility, can be delivered through re-purposing of existing buildings on the HPB site or by utilising existing facilities at HPA. Our current assumption is that HAW processed in the Preparations for Quiescence phase will be packaged within the Hinkley Nuclear Complex and stored within the existing HPA Interim Storage Facility (ISF), with all necessary approvals being sought in the interim prior to the commencement of this storage. This facility will provide a safe, monitored environment for processed HAW from both the HPA and HPB decommissioning works until a Geological Disposal Facility outlined in government policy is ready to accept the waste.

Waste Management	
You said	**Our response**
The potential reuse opportunities of any new buildings constructed as part of decommissioning should be considered, particularly for the Decommissioning Waste Processing Facility (DWPF) and Operational Waste Processing Facility (OWPF).	This is not currently anticipated to be practicable because of the maintenance that would be required to maintain these buildings over the 70-year Quiescence phase to enable them to be modified for use during Final Site Clearance. The level of radioactive waste produced from demolition of newly built for decommissioning buildings will however be minimised through minimisation of contamination during waste processing in the facilities. Review of options such as modular construction for the DWPF which may enhance the suitability for re-use of materials when decommissioned will be investigated.
The liquid nuclear waste discharge route to sea through the main outfall should be retained.	The existing liquid discharge route for HPB may need to be modified to enable the Cooling Water System (CW) to be decommissioned. Whilst dispersion modelling has identified that there is not a requirement to modify/extend the existing active effluent discharge location, optioneering is ongoing to consider if other practicalities may necessitate extensions of the discharge line into the Severn Estuary. Our current worst-case assumption for the purposes of the environmental impact assessment is that any necessary extensions will be delivered on-site through constructing a pipe through the existing CW Outlet Tunnel to the CW Outfall and extending this pipe approximately 220m along the existing concrete channel. These works, should they be required, would necessitate a variation to the existing RSR permit and a marine licence.

How our plans have developed

Since the first consultation in autumn 2022 we have been working on further developing the decommissioning proposals in collaboration with NRS who will deliver the majority of the decommissioning activities. We have made progress to further develop the decommissioning plans and we are now able to provide more information on topics raised during our first consultation.

Materials and Waste management

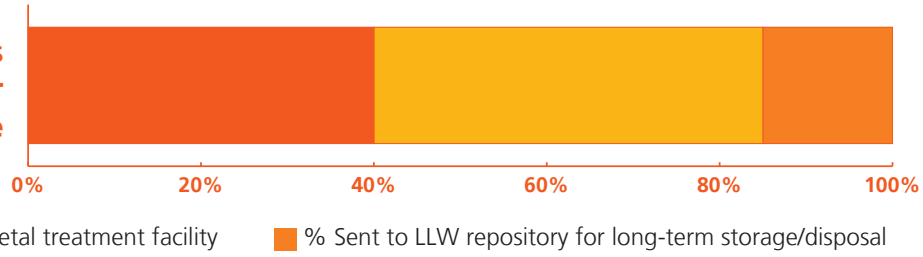
The majority of material and waste produced during decommissioning is non-radioactive or 'conventional' waste. This conventional waste includes items such as metals, glass, plastics and other miscellaneous wastes similar to waste arising from the demolition of industrial buildings. Conventional waste will be sorted and managed in accordance with the principles of the Waste Hierarchy to prevent unnecessary waste. For example, the decommissioning plan is to avoid excavation below ground across the majority of the site where possible, thereby preventing associated waste generation.

Deplanting refers to the removal of machinery, equipment and apparatus known as 'plant'

The decommissioning plan has also carefully considered opportunities for how materials generated from demolition activities on-site could be re-used on-site. It is expected that enough rubble material will be generated from demolition and deplanting activities on-site and meet required suitability for use criteria to fill majority of the voids created by the dismantling of the Cooling Water system (excluding the cooling water tunnels) during the Preparations for Quiescence phase. Despite the assumption that material will be re-used, it is likely that a large void beneath the Turbine Hall will remain. The demolition of the Safestore during Final Site Clearance will also lead to the creation of suitable rubble material, which could be used to fill voids on-site. To minimise traffic movements, carbon emissions and costs, work is ongoing to explore the feasibility of retaining voids on-site during the Quiescence phase. As this remains our preferred approach, this will form the basis of our assessment for various topics of the Environmental Statement. However, as we are not certain this can be achieved as studies are ongoing, the traffic related assessments consider the possibility of these voids being filled by off-site material during the Preparations for Quiescence phase to ensure a robust worst-case assessment.

Where waste cannot be avoided or re-used on-site, waste will be sent off-site for treatment for recycling, or disposal if recycling is unviable. Due to the age of the buildings and the plant they contain, the demolitions will generate some hazardous wastes, such as asbestos and lagging, that will require special management during removal to protect both workers and the environment.

Total estimated LLW arisings during Preparations for Quiescence (PfQ) phase



Radioactive waste

Every three years, EDF estimate and publish in the UK Radioactive Waste Inventory the amount of radioactive waste and materials at Hinkley Point B and likely arisings which provide a baseline to develop plans for managing radioactive waste and plan for safe storage and disposal. This has been undertaken during the operation of the power station and will continue through the defueling and then decommissioning phases of the station's lifecycle. The UK Radioactive Waste Inventory is based on our understanding at the time of possible waste arisings, and how they will be processed and packaged. Each waste stream will continue to be analysed to confirm the Best Available Techniques (BAT) by which it can be packaged, stored and disposed of with the aim to reduce the amount of waste going to storage/disposal. This is likely to lead to changes in some of the processing and packaging solutions outlined in the UK Radioactive Waste Inventory 2022.

EDF last contributed to the UK Radioactive Waste Inventory regarding waste from Hinkley Point B in 2022. The amount of radioactive waste processed in each of the decommissioning phases is outlined below.

Low Level Waste

Low Level Waste will arise from deplanting and demolitions in the active area, as well as secondary wastes from the processing and packaging of Low Level Waste (LLW) and Intermediate Level Waste during the Preparations for Quiescence phase. A low amount of LLW may be produced during the Quiescence phase from routine monitoring and maintenance activities. Further LLW will be generated during the Final Site Clearance phase from deplanting and waste processing activities. Current assumptions regarding the management and disposal of LLW during the Preparations for Quiescence phase are shown in the graphic below. This highlights the low percentage of radioactive LLW arising from the Preparations for Quiescence phase that actually requires long-term storage.

In 2018, the Environment Agency, Natural Resources Wales and Scottish Environment Protection Agency produced joint guidance regarding the release of sites from the Radioactive Substances Regulations. This includes guidance regarding the on-site disposal of LLW on nuclear licensed sites. Whilst on-site disposal of radioactive wastes does not currently form part of our decommissioning proposals at the site, studies are ongoing to understand the feasibility of on-site disposals during the Final Site Clearance phase as it may have technical, cost and environmental advantages to the exportation of LLW material off-site. Should on-site disposals become part of the plans at the site in the future, the site operator will be required to assess the change in environmental effects of this change in approach and obtain the necessary permits to undertake these works.

Intermediate Level Waste (ILW)

Some of the ILW generated during the operation and defueling of the power station will be processed and packaged on-site prior to being stored for an interim period in the HPA Interim Storage Facility subject to regulatory agreement. Packaged ILW will ultimately be transferred to a Geological Disposal Facility (GDF) in line with National Policy when it comes available. ILW located in the debris vaults below ground-level will be retained within the Safestore structure until Final Site Clearance. During Final Site Clearance, the reactor will be dismantled and the arising ILW will be processed and packaged and sent to the Geological Disposal facility.

Decommissioning Waste Processing Facility

A Decommissioning Waste Processing Facility (DWPF) will be required to manage, process and package primarily LLW, enabling its removal from the site. Wastes processed in the facility will be sorted according to their physical and chemical characteristics and then processed, packaged and sent off-site for further treatment or disposal at appropriate permitted facilities in accordance with legislation at the time.

Our current assumption, which is subject to ongoing optioneering studies, is that the DWPF will be delivered at HPB by construction of a new facility in the southern section of the site. A new-build DWPF will require planning permission from Somerset Council under the Town and Country Planning Act 1990. We currently don't anticipate being ready to submit a planning application for the DWPF for some years as we continue work to design the facility. The proposed location of the building on site is shown in Figure 2.

Operational Waste Processing Facility (OWPF)

The OWPF will principally process and package the limited quantities of ILW wastes which were produced during the operational period of the power station and that require removal during the Preparations for Quiescence phase. Optioneering studies are still ongoing to understand whether this facility can be sited within existing buildings on the Hinkley Point B site or whether a new build facility is required.

Should a new building be required for the OWPF, it would be subject to planning permission from Somerset Council under the Town and Country Planning Act 1990.

Active Effluent Discharge Line (AEDL)

During operations and defueling, treated radioactive effluent is released into the cooling water tunnel and discharged at the cooling water outfall along with cooling water from the station. This process is regulated by the Environment Agency under the RSR permit and all discharges are required to be assessed as ALARP (As Low as Reasonably Practicable).

New arrangements for the discharge of treated radioactive effluent may be required when the cooling water pumps have been turned off and decommissioned. Dispersion modelling has confirmed that the existing active effluent discharge point does not need to be extended, but optioneering is ongoing as to whether other drivers may necessitate the extension of the Active Effluent Discharge Line from its current discharge point in the cooling water outfall tunnel.

We will assess the environmental impacts of an extension of the existing AEDL within the EIADR application to ensure a worst-case environmental impact assessment is completed. Our assumption is that an extension of the AEDL would be delivered on-site through constructing a pipe through the existing CW Outlet Tunnel to the CW outfall and extending this pipe approximately 220m along the existing concrete channel. This will require a variation to the existing RSR permit regulated by the EA and a marine licence from the Marine Management Organisation (MMO).

We would welcome your views on our approach to managing waste at Hinkley Point B

The Cooling Water Outfall tunnel is the tunnel that discharges water used to the cool the power station back out into the Severn Estuary

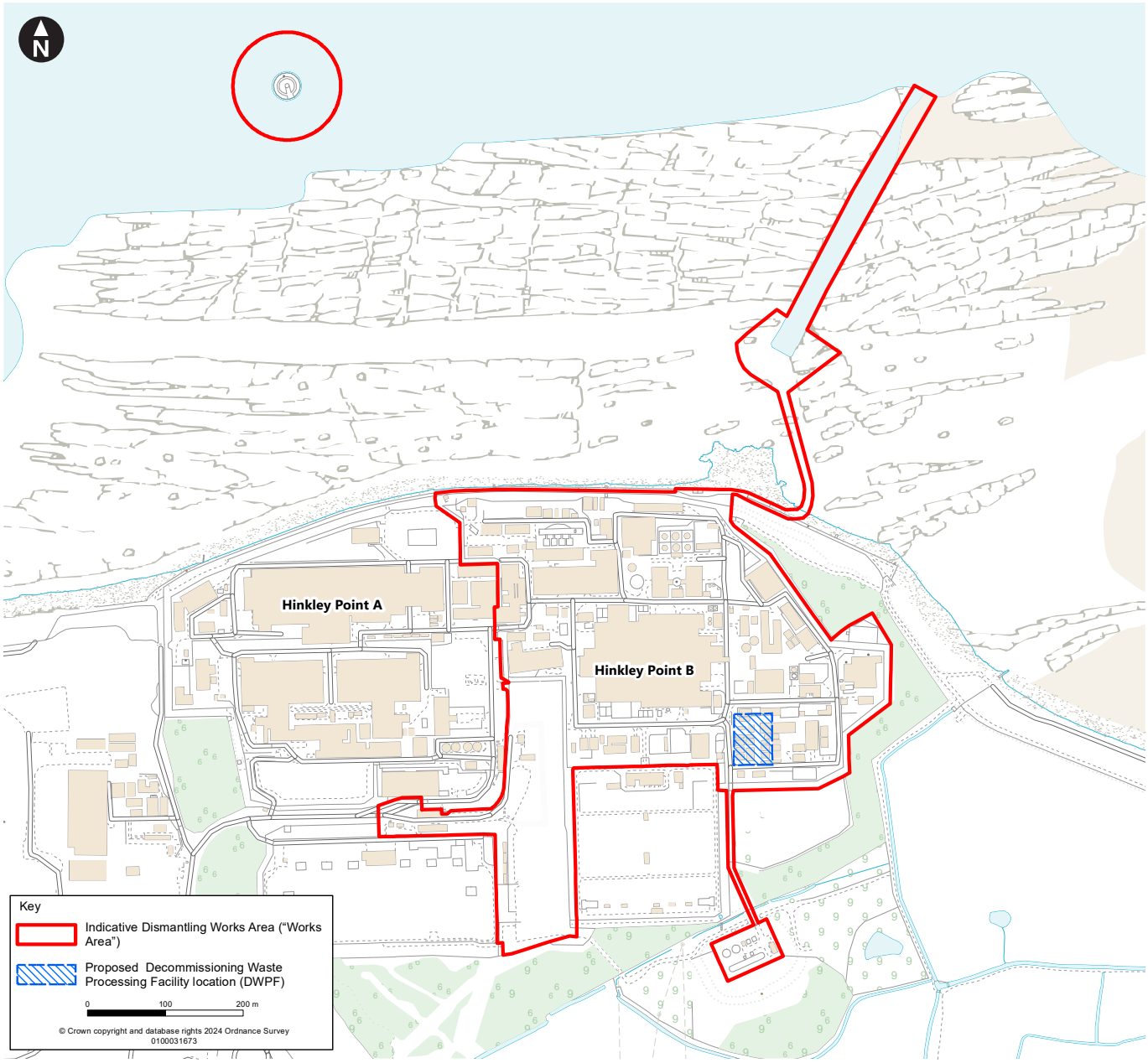


Figure 2 Site plan

Traffic movements

During our first consultation in October and November 2022 we received requests from respondents for further information about traffic movements associated with decommissioning at Hinkley Point B and listened to concerns that all waste and materials would be transported by road. This is largely due to the lack of financially and practicable alternatives available to the project and its projected traffic flows.

We have developed our understanding of the likely volumes of material to be transported to site and material to be taken off site during decommissioning. Where practicable, Heavy Goods Vehicle (HGV) movements will be minimised by utilising suitable material from other demolition activities on-site as infill rather than bringing material to site, and by managing voids in the long-term through the Quiescence phase of decommissioning.

During the Preparations for Quiescence phase, we currently estimate that there will be less than 14 additional HGV movements a day on average for the first few years. Assuming the worst-case assumption that material needs to be imported to site to fill voids after the dismantling and decommissioning of the cooling water system and turbine hall, additional HGV movements will peak at approximately 30 HGV movements a day for the middle period of the Preparations for Quiescence phase. This peak, anticipated to be in approximately 2034/2035 is significantly after traffic levels associated with HPC construction are anticipated to have ceased. Work is still ongoing to identify the in-combination impacts of the overlapping years of the end stages of HPC construction and HPB decommissioning. HPB movements are likely to be a small proportion of combined movements between the project at any given time and are not expected to reach levels previously experienced on the local highways network.

Transport movements will reduce after voids have been filled but transport movements will still be required as the reactor building is modified into the 'Safestore' structure and the final buildings are removed from site at the end of the Preparations for Quiescence phase. During the Quiescence phase, movements to the site are expected to be infrequent, associated principally with monitoring and maintenance activities at the site. Further information on the potential effects related to traffic are provided in the environment section of this document. The HGV profile for the duration of the Preparations for Quiescence phase is set out in Figure 3 and is considered to be a reasonable worst-case.

Employment and jobs

Whilst the types of jobs at Hinkley Point B during decommissioning will be slightly different to those during the Operating and Defueling stages, it is recognised that embedded site knowledge should be retained within the workforce during the Preparations for Quiescence phase. Work is ongoing with Nuclear Restoration Services (formerly Magnox) to further define and develop the workforce profile, to assist our decommissioning planning and to provide further information and clarity to our staff. EDF and Nuclear Restoration Services are committed to supporting the retraining and up-skilling of existing Hinkley Point B employees and contractors as an enabler for the decommissioning of the station and are working closely together to develop a robust employment plan. Conversations are also ongoing in relation to the development of HPC to both ensure opportunities are available for staff where practicable, but also ensure sufficient workforce is available to undertake the decommissioning of Hinkley Point B.

Since our first consultation in October and November 2022, we have undertaken further work to understand how the workforce will change throughout the Preparations for Quiescence phase. Our current understanding regarding decommissioning workforce which will form the basis of the EIADR submission is that the decommissioning staff workforce will range between 220-300 staff during the Preparations for Quiescence phase. It is anticipated that these HPB staff levels will remain relatively stable but slowly decline as the Preparations for Quiescence phase progresses, with number of contractors flexing in addition to these staff numbers dependant on what activities are happening on-site at any given time.

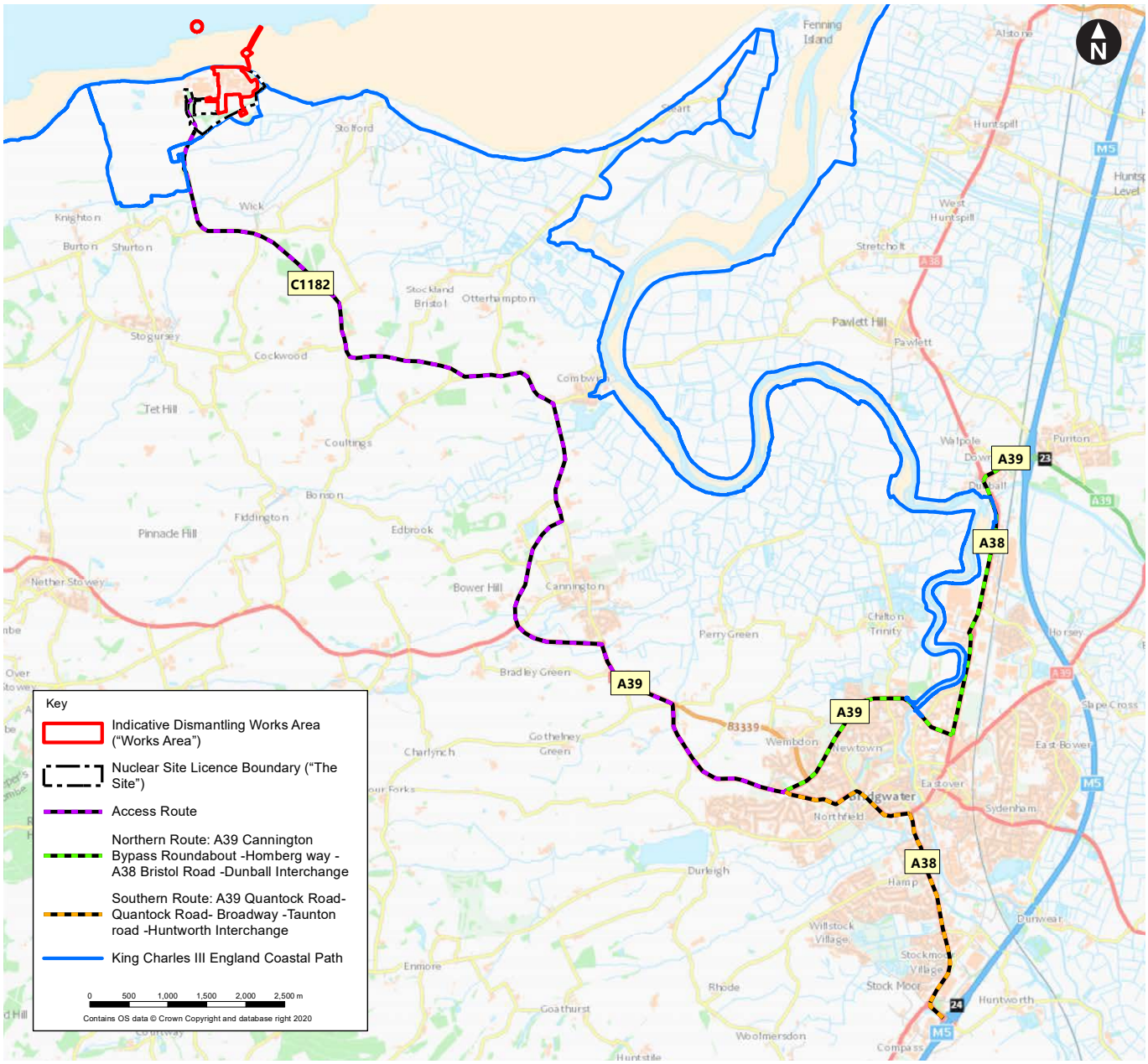
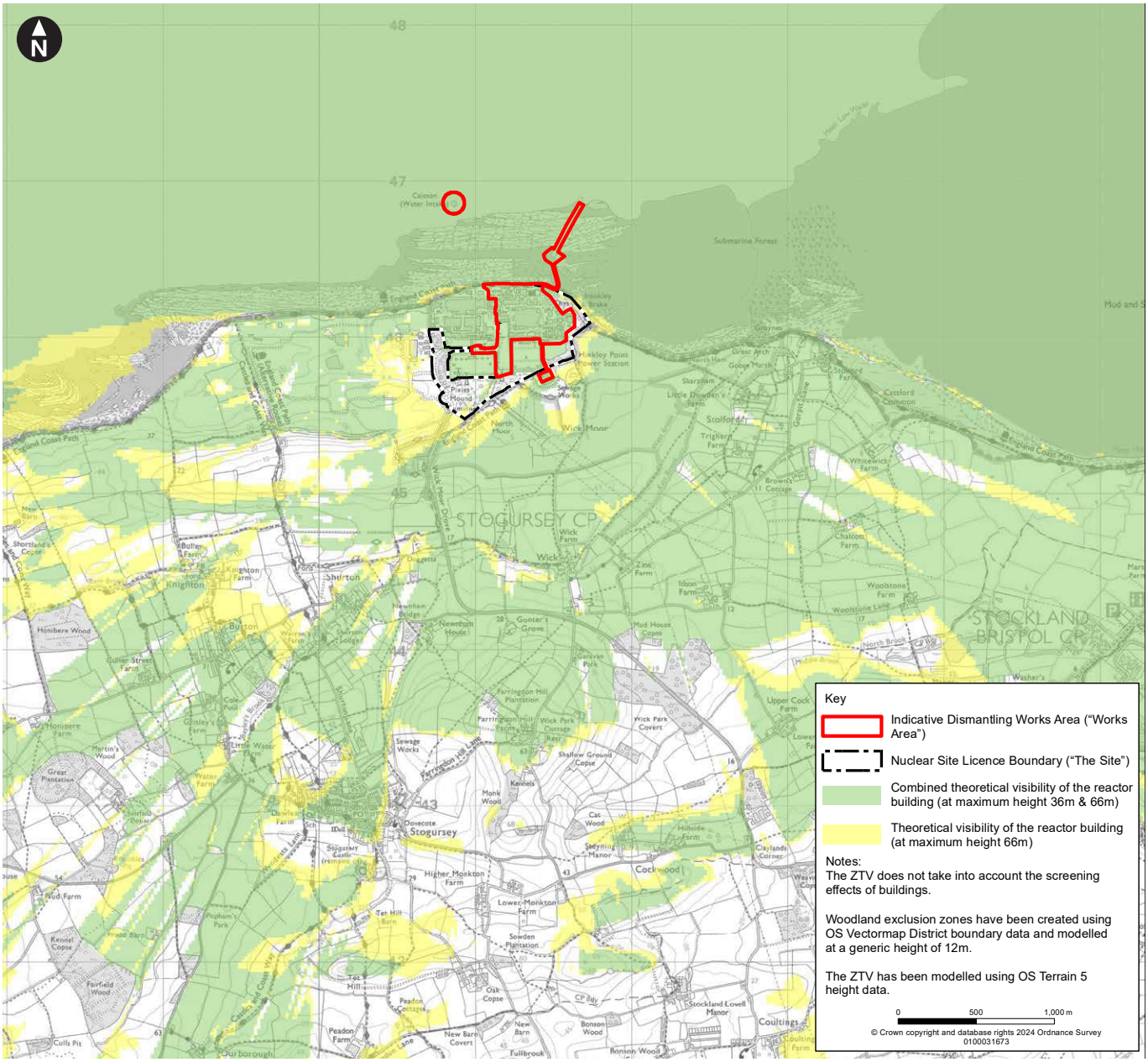


Figure 3 Access

During the Quiescence phase, it is expected that employment at the site will reduce, with the ultimate aim being for HPB to become a remotely monitored and un-manned site through the Quiescence phase. We anticipate that the Final Site Clearance phase will lead to an uplift of employment on the site to approximately 130 staff, with total worker numbers expected to flex dependant on site works at any given time. Further studies closer to the time will be undertaken to re-evaluate workforce requirements, for Final Site Clearance, with assessment of the resultant impact on local people and communities considered as part of these studies.

The impact of the workforce profile throughout decommissioning will be assessed as part of the ongoing EIA and will be reported in the ES.

Figure 4 Zone of Theoretical Visibility for full height Safestore (yellow) and reduced height (green)



Safestore

Further consideration has been given to options for the Safestore. In light of feedback from consultation on the appearance of the Safestore, further study has been undertaken to understand the difference in visibility between a full height Safestore (66m) and a reduced height option (35m). The results of this study are shown in Figure 4. The difference in height of the Safestore between the two different height scenarios does not make a substantial change to the wider visibility of the Safestore from key receptors due to the presence of existing topography and landform.

Furthermore, this study does not account for revised landscaping and the visual footprint from the development of Hinkley Point C which would further screen views of Hinkley Point B from the south and west of the site and add to the current industrial visual context of the landscape.

At this stage, the optioneering process has identified benefits of a reduced height structure including reduced maintenance costs, reduced carbon emissions and slightly reduced visibility. However, work is underway to understand the technical feasibility of removing plant and machinery that would enable a lower height Safestore.

Whilst the optioneering process is still ongoing, studies currently indicate that an aluminium cladding is the preferred option due to its longevity and stability. The works to modify and re-clad the reactor building to create the Safestore are subject to detailed design in the future, the results of which will form the basis of a planning application and permission under the Town and Country Planning Act 1990 (TCPA) from Somerset Council and will be subject to further consultation at that time.

Preliminary findings of Environmental Assessments

We have now completed the environmental surveys required to inform the EIA of the decommissioning proposals.

Taking into account the feedback from the previous consultation held in October and November 2022, and the ONR's Pre-Application Opinion on the proposed scope and methodology, we have commenced the EIA and begun to develop measures to avoid or reduce any potentially significant effects. These measures will be presented in an Environmental Management Plan (EMP), which will consist of a set of environmental mitigation, management and monitoring commitments that Nuclear Restoration Services (formerly Magnox) will apply during the decommissioning of Hinkley Point B. The EMP for Hinkley Point B will be maintained and treated as a live document that is revised annually by Nuclear Restoration Services (formerly Magnox) and shared with the ONR to formally evaluate the adequacy of any commitments and account for any revisions to the decommissioning proposals.

The preliminary findings of environmental assessments are summarised below under the various topic headings for environmental aspects to be used in the Environmental Statement. We will consider the project description of the decommissioning works, further developed embedded environmental measures and stakeholder comments from this consultation and technical engagement prior to finalising the Environmental Statement to be submitted later this year.

Coastal Management and Water Quality

Baseline information

Hinkley Point B is located on the coast of the Severn Estuary in Somerset, approximately 13 km north-west of Bridgwater and is bounded by several sites designated for nature conservation interest. Existing marine infrastructure includes a cooling water intake structure located 540 m offshore from the face of the sea wall. A cooling water discharge tunnel extends approximately 200 m from the sea wall to the head of an open discharge channel cut into the rock.

The North Devon and Somerset Shoreline Management Plan (SMP) 27 covers the coastline at Hinkley Point B and includes continued provision of protection of the existing power station against flood and erosion.

The development of HPC has provided further flood prevention to the west since the development of SMP27. SMP27 outlines the intention to continue to provide flood protection to the majority of properties and infrastructure but adopting a more sustainable and affordable alignment.

The coastal zone in the Bristol Channel and Severn Estuary off HPB has a mean spring tidal range exceeding 10 m, with significant tidal currents, which result in high concentrations of suspended sediment. Water sampling surveys undertaken offshore at HPB demonstrated marine water quality was within expected parameters for a coastal site. In addition, nutrient results were found not to exceed Environmental Quality Standards (EQS).

Environmental Design and Management

Ongoing (and future monitoring) and risk assessment will be undertaken to assess impacts on groundwater quality on the site, to inform design of further investigation or remedial measures, and to provide a basis for the verification of remediation work.

Preliminary assessment of likely effects

Changes to coastal processes and water quality have the capacity to influence other receptors, including hydrology, human health, flora, fauna and ecological systems. Potential effects may arise from the following activities:

- Earthworks and excavation on site during Preparations for Quiescence phase and Final Site Clearance;
- Decommissioning and removal of marine infrastructure;
- Installation and presence of a new Active Effluent Discharge Line;
- Changes to drainage system; and
- The demolition of site buildings (and access routes and subsequent ground reinstatement with backfill material).

Receptors considered within the EIA include :

- The wave and current regime;
- Sediment transport regime;
- Coastal processes;
- The requirement for coastal protection activities; and
- Coastal water quality.

Whilst the local water quality is regarded as having high importance, it is not anticipated that current coastal processes or water quality are likely to be altered extensively by the decommissioning works, and that any impacts would therefore not be considered significant.

Surface Water and Flooding

Baseline information

The topography within the site varies between 9m and 20m above sea level with an average elevation of approximately 10 m AOD. There are a series of small watercourses, locally known as 'rhynes', to the east of the site. The nearest rhyne to the site is the Wick Moor/Outfall Rhyne, which flows underneath Wick Moor Drove and passes underneath the access track which connects HPB to the existing Sewage Treatment Works and discharges into the Severn Estuary to the east of HPB.

Within the site, the surface water drainage system with embedded pollution prevention systems receives water before discharging it to the tidal waters of the Severn Estuary.

The Environment Agency Flood Risk Map for Planning indicates that the majority of the site and Works Area is at low probability of flooding from rivers or the sea, and thus have less than 0.1% chance of flooding in any year. The site is generally elevated (>9 m AOD) above the surrounding floodplain.

However, areas of the site are at a lower level and have a higher probability of flooding from rivers or the sea. The site and Works Area is protected by coastal sea defences, notably a concrete wall and additional raised gabion wall defences along the length of the northern site boundary and by an embankment extending to the east of the site.

Parts of the site are at risk from varying degrees of surface water flooding during storm events. These are primarily areas of internal roadways between buildings on the site. These areas of surface water flooding are drained via the site drainage system.

Environmental Design and Management

An EMP will be implemented during the Preparations for Quiescence and Final Site Clearance phases which would include management measures to reduce effects.

Surface water control measures, including appropriate pollution and contamination control measures as decommissioning develops will be implemented.

Identification of appropriate measures will be supported by risk assessment and remediation strategies which will developed in accordance with industry standard guidance. Monitoring will be undertaken to assess for impacts on groundwater quality on the site, to inform design of further investigation or remedial measures, and to provide verification of any remediation work that may be required.

Preliminary assessment of likely effects

It is anticipated that potential impacts on surface water and changes to flood risk could arise from the following activities:

- The demolition of site buildings and ground reinstatement with backfill material.
- Decommissioning activities and the presence of staff working onsite.
- Discharges from the site during decommissioning works.
- Changes in coastal landform resulting from potential infrastructure activities such as the decommissioning of the intake and outfall.
- New buildings and the retention of existing hardstanding areas which are being left in situ to support decommissioning.

Modelling work undertaken to date to understand the potential for flood events, adapted for climate change, to impact the proposed works for the full duration of decommissioning activities is being reviewed to assess the potential level of impact which will be reported in the EIADR Environmental Statement. Ultimately, the site will be required to maintain a Safety Case throughout decommissioning, which will need to ensure the presence of sufficient flood defences to protect the Safestore from relevant storm scenarios and climate change induced sea level rise.

There will be no increase in impermeable area and hence surface water run-off is not anticipated to increase as a result of the proposed works. Surface water will continue to be captured by the existing drainage system and discharged to the tidal Severn Estuary as in the baseline case, with modifications made to the drainage system as appropriate during decommissioning to prevent significant effects on the environment.

Marine Ecology

Baseline information

The Works Area is partially located within the Severn Estuary Special Area of Conservation (SAC) and Special Protection Area (SPA) and Ramsar site (to the north, east and south of HPB) and in proximity to the Somerset Levels and Moors SPA / Ramsar site (approximately 16 km to the east).

A number of habitat types were identified by survey of the intertidal zone at the site. In proximity to the HPB marine infrastructure, the seabed was found to predominantly consist of soft sediments. A number of marine mammals are recorded as being present either throughout the year, or seasonally, within the wider Bristol Channel. These include harbour porpoise, Risso's dolphin, common dolphin, bottlenose dolphin and minke whale. Marine mammals do not occur frequently in the area offshore of the HPB.

Over 80 estuarine and marine fish species have been recorded in the Severn Estuary. Most of these species undertake regular migrations and tend to move seasonally in waves up and down the estuary. Seven fish species are known to migrate between sea and freshwater (and through the Severn Estuary) including Atlantic salmon, twaite shad, allis shad, river lamprey, sea lamprey, sea trout, and European eel.

Consideration of potential effects on designated biodiversity sites is being undertaken, including European sites, through completion of a Habitats Regulations Assessment (HRA) process.

Environmental Design and Management

Embedded environmental measures proposed to reduce the likely impacts on marine biodiversity include:

- Limited use of anti-fouling materials
- The use of conventional methods to remove marine infrastructure and not using explosives. For example, use of diamond-wire cutting machines, vibro-piling to remove piles from the seabed, presence of jack-up vessels/ floating cranes/ guard vessels during the works.
- Appropriate scheduling of works
- Minimising subtidal working
- Adherence to standard pollution control measures
- Natural infill with marine sediment

Preliminary assessment of likely effects

Potential activities with the capacity to affect marine ecology receptors include:

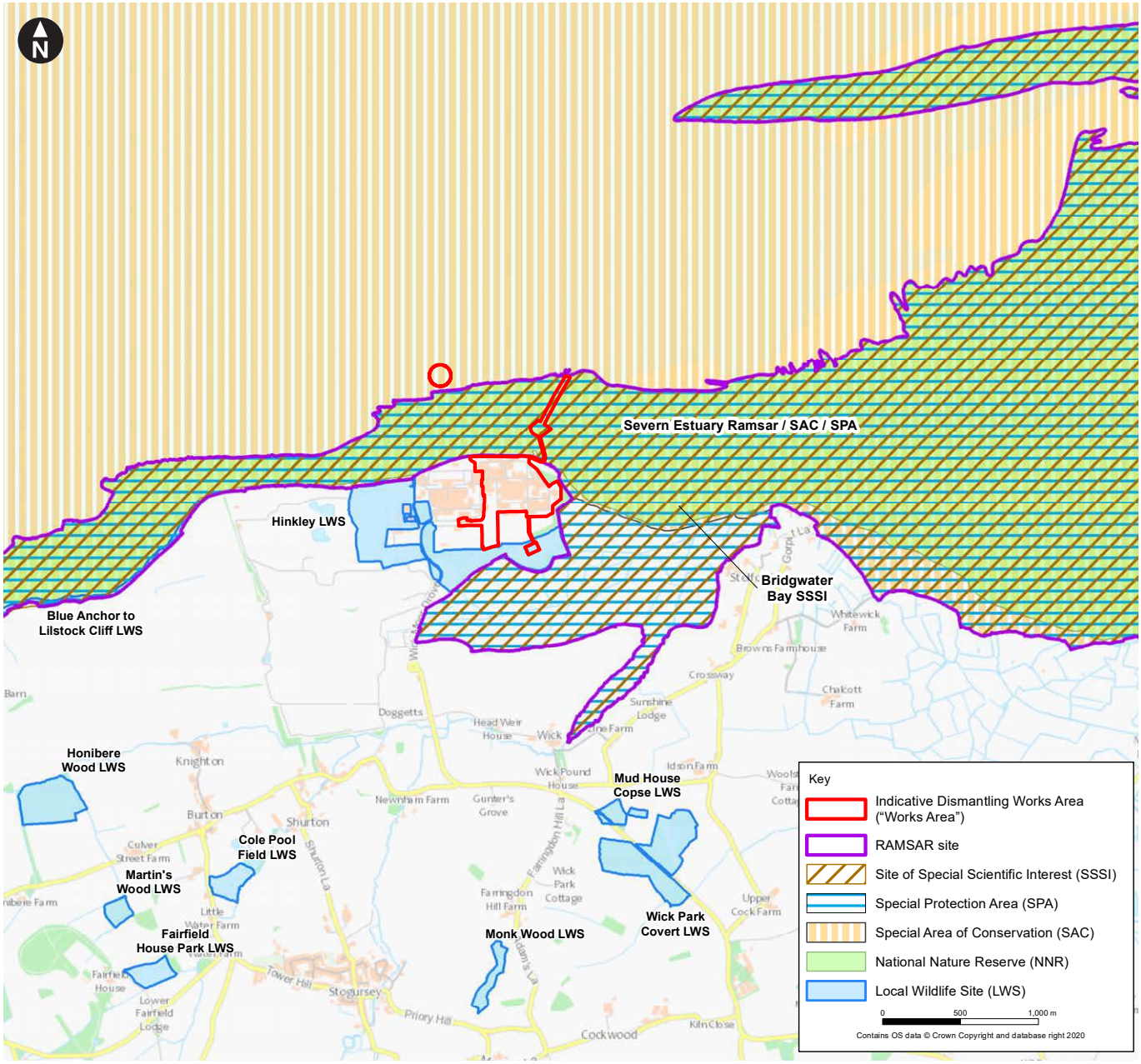
- Decommissioning and removal of marine infrastructure
- The demolition of site buildings and ground remediation
- Construction of the new Active Effluent Discharge Line

The assessment of potential effects on marine ecological receptors is ongoing and will assess the following potential effects:

- Direct disturbance, degradation or loss of habitats
- Resuspension of sediment leading to mobilisation of contaminants
- Smothering by resettling of suspended material
- Increased underwater noise levels (and associated disturbance of marine fauna)
- Release of sediment laden or contaminated runoff into the marine environment
- Potential migration of terrestrial contamination over time

At this time assessment is ongoing. However, preliminary conclusions suggest that in the intertidal and subtidal environments, potential effects would be localised and temporary in nature, with a magnitude of change generally within the range of natural variability (i.e. very low). In addition, the Hinkley Point B decommissioning works are unlikely to impact fish or marine mammals to a significant level when environmental control measures are implemented during the marine activities.

Figure 5 Statutory biodiversity conservation sites



Terrestrial Ecology

Baseline information

Statutory biodiversity conservation sites situated within 5km of the Works Area include the Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar; and Bridgwater Bay Site of Special Scientific Interest (SSSI), which is part of the Somerset Wetlands National Nature Reserve (NNR) as shown in Figure 5. Hinkley Local Wildlife Site (LWS) wraps around the south of the power station security fence.

Habitats within the Works Area mainly comprise buildings and hardstanding, however there are also small areas of amenity grassland and scrub/shrub. Habitats immediately outside the Works Area include semi-natural broadleaved woodland, hedgerows, ponds and swamp/ reedbed, which are potentially Habitats of Principal Importance for biodiversity conservation, and form components of the Hinkley LWS.

Legally protected and species of potentially notable biodiversity conservation importance recorded within the Study Area following surveys focusing on the site and perimeter area include:

- Breeding birds - Common and widespread bird species that are typical of Somerset. Species of more notable biodiversity conservation importance included Cetti's warbler, which is listed on Schedule 1 of the Wildlife & Countryside Act 1981, and five Species of Principal Importance (SPI) for Biodiversity Conservation, including dunnock, herring gull, linnet, skylark and song thrush.

- Non-breeding birds - Species recorded relatively frequently include curlew, mallard, shelduck, turnstone, wigeon, brent goose, oystercatcher and pintail. The occurrence of other species was generally infrequent, for example dunlin, knot, lapwing, redshank, ringed plover and teal. Many of the recorded species are criteria for the designation of statutory biodiversity conservation sites.
- Bats - bat activity attributable to eleven species were recorded within the Study Area. However, most built structures within the Works Area are of negligible or low suitability for roosting bats. One tree situated within 50m of the Works Area was confirmed as a bat roost (species unconfirmed, potentially soprano pipistrelle). Approximately sixty bat boxes around the wooded perimeter of Hinkley Point B, outside of the Works Area, are monitored annually and at least seven species of roosting bats have been recorded.
- Other mammals - badgers, as well otter and water vole, have been recorded within 3 km although they were not recorded by surveys of the Works Area and perimeter.
- Reptiles - there are records of slow worm, grass snake and common lizard within 3 km, with low populations of the latter two species recorded by surveys of the site perimeter.
- Plants - 79 important/notable plant species have previously been recorded within 3 km.
- Invertebrates - 20 important/notable invertebrate species have previously been recorded within 3 km.

Environmental Design and Management

The following design and management measures are to be embedded into the Preparations for Quiescence and Final Site Clearance phases of the proposed works:

- Implementation of an Environmental Management Plan (EMP) - this would define the ecological constraints on the proposed works and the measures and working practices that are to be implemented to avoid adverse effects on ecological receptors. The EMP will identify the requirement for a Clerk of Works (Ecologist) in undertaking and/or overseeing specific tasks.
- Lighting designs - these will reduce light-spill into nearby habitats for roosting or foraging.

Pre-construction surveys and monitoring as part of the EMP will ensure that the information on ecological constraints and working practices is kept up to date. This will ensure additional mitigation measures, including any protected species licences, are identified and addressed.

Preliminary assessment of likely effects

The potential effects of the Preparations for Quiescence and Final Site Clearance phases of the proposed works on biodiversity include:

- Degradation/disturbance of habitats and displacement of fauna due to disturbance (visual/noise/vibration/lighting).
- Loss/severance of bat habitat (roosting/foraging/commuting) and disturbance effects on bats.
- Degradation/disturbance of habitats, and adverse effects on associated species.
- Earthworks causing the spread of non-native/invasive plant species, which could displace/out-compete native species and encroach into other/new habitats.

At the time of writing, detailed assessment of the proposed works on terrestrial biodiversity is ongoing. However, the proposed works will be confined within the Works Area, which is almost entirely hard standing and built infrastructure. On this basis, significant effects on plants and habitats, otters, badgers, reptiles and invertebrates are therefore not anticipated at this stage.

Although bats often use built structures, no bat roosts were recorded within the Works Area and the habitats within this area are poor bat habitats. Lighting of the works may have limited potential to displace bats foraging within Hinkley LWS. This is however likely to affect small numbers of bats, which would be displaced into suitable adjacent habitats within the LWS. At this stage therefore, significant effects on bat species/populations are not anticipated.

The proposed works could displace territories of breeding birds, however the number of birds affected is likely to be small and these birds are likely to disperse to suitable alternative nesting habitat nearby. Similarly, the proposed works could displace aggregations of wintering and passage birds. This is, however, likely to affect relatively small numbers of birds, or species that use the adjacent coastal area infrequently, or birds that can readily disperse into suitable adjacent habitats. Significant effects on birds, and biodiversity conservation sites that are designated for birds, are therefore not anticipated at this stage.

Soils, Geology and Hydrogeology

Baseline information

HPB and the adjacent HPA has hosted a range of industrial processes over many years and there is therefore the potential for contaminants to be present in soil and groundwater at the site. HPA and HPB share some below ground infrastructure including drainage, and the buried surface water drainage network at HPB includes a series of oil interceptors and drains via gravity to the outfall.

An east-west trending groundwater divide (or watershed) runs across the central part of the HPB Site close to the southern end of the reactor block. This means that groundwater flows off the site to the south/southeast as well as to the north.

There are three former landfills adjacent to the Works Area at HPB. In the southeast of the Works Area, a landfill overlaps the west, south and east boundaries of the sewage plant. Most of this landfill is outside the Works Area and is a mounded area with grass and trees around the sewage works. In the east of the Works Area, at the southeast area of the HPB power station, a former landfill is present which slightly overlaps the Works Area. Most of this landfill is outside the Works Area and takes the form of a single grassed mound feature with trees. The third landfill is beyond the Works Area boundary to the immediate northeast and east, with Bridgwater Bay beyond.

Regular groundwater monitoring from a network of existing monitoring wells is undertaken within the Works Area under the remit of the Site Protection and Monitoring Programme (SPMP) for HPB. There is no identified contamination in soil or groundwater on the site that requires immediate investigation or remediation in the context of the current Site use and the HPB operating permits (Radioactive Substance Regulation Permit or Environmental Permit). There is no current requirement for remediation of soil or groundwater at the site.

Environmental Design and Management

An EMP will be implemented during the Preparations for Quiescence and Final Site Clearance phases which would include measures such as (but not limited to):

- minimising the area and duration of soil exposure and timely reinstatement of vegetation or hardstanding to prevent soil erosion and reduce temporary effects on soil compaction.
- stockpile management to prevent windblown dust and surface water run-off.
- implementation of appropriate dust suppression measures.
- implementation of working methods and a drainage plan to ensure that there is no contaminated surface water run-off from the works or any stockpiles into adjacent surface watercourses/leaching into underlying groundwater in accordance with best practice.
- implementation of appropriate pollution incident control.
- implementation of a site SWMP.

Identification of appropriate measures will be supported by risk assessment and remediation strategies which will be developed in accordance with industry standard guidance. Ongoing (and future monitoring) will be undertaken to assess for impacts on groundwater quality on the site, to inform design of further investigation or remedial measures, and to provide verification of remediation work.

Preliminary assessment of likely effects

It is anticipated that potential impacts on potential land contamination receptors including human health, flora, fauna and ecological systems, soil, controlled waters (groundwater, and surface water – freshwater and coastal water), and property (e.g., livestock, crops, the built environment), could arise from the following activities:

- Land quality ground investigations (e.g. excavations/trial pits).
- Leaks/spills of fuels and oils from plant and storage tanks during the works.
- Backfilling subsurface voids and reuse of materials.
- Laydown and storage.
- Construction of sub-surface structures, concrete laying and movement of materials (general earthworks and ground preparation).
- Removal of drains (Active and non-active drainage).
- Pumping and dewatering schemes.

The approach to evaluating the significance of effects on land contamination receptors is to consider the change in risks from baseline conditions to the risks during the proposed works (and up

to the end of the proposed works). This approach depends on the risk assessment being completed for the baseline condition and for a proposed end use.

With the implementation of the embedded management measures and given the controls embedded in the design with the proposed works being located within an existing operational nuclear facility, the proposed works are likely to result in negligible changes to the risk level to contaminated land receptors (human health, property and environmental receptors), resulting in effects on receptors which are not significant in EIA terms.

Several potential effects have been scoped out of the assessment, based on knowledge of the baseline environment and the nature of the proposed works. Further information about this can be found in the HPB Scoping Report.

Waste

During decommissioning, it is anticipated that the majority of wastes produced will be conventional in nature. This conventional waste will include items such as metals, glass, plastics and other miscellaneous wastes in line with that from the demolition of industrial buildings. To follow the principles of the waste hierarchy, demolition material will be managed and segregated on-site, with the primary aim of re-using or recycling demolition material instead of sending off-site to a registered landfill or other suitable facility. An example of this is infill material won from demolitions during the Preparations for Quiescence and Final Site Clearance phase, which is assumed to be retained on-site for use as infill material for voids created by the decommissioning works.

During the Preparations for Quiescence phase, it is anticipated that there will be approximately 82,000 tonnes of conventional waste exported off-site for re-use, recycling or disposal. The assessment will consider the types of conventional waste generated and evaluate the effects that the management of these wastes will have on the existing and committed network of waste management infrastructure in Somerset and the wider South-West of England region. Some hazardous wastes may require waste management infrastructure outside of this geographic area by exception. It is not anticipated that this additional waste for local waste facilities to process will be considered significant in EIA terms. As part of the decommissioning of HPB there will be the requirement to import material to site to facilitate the construction of waste management facilities and potentially infill remaining voids. These materials are likely to comprise of raw materials such as aggregates (sand, gravel, crushed stone) and other minerals, as well as manufactured construction products (steel, wood, concrete). The assessment will consider the level of burden that the decommissioning works will place on local and/or regional sources of materials. However, the effects are expected to be not significant.

The assessment will consider the types of conventional waste generated and evaluate the effects that the management of these wastes will have on the existing and committed network of waste management infrastructure in Somerset and South West.

Radioactive Waste and Discharges

The assessment of environmental effects as a result of radioactive waste and emissions from the site during decommissioning was scoped out at the EIA Scoping stage. A summary of the reasoning for this is provided in the bullets below:

- The site is required by its permit to ensure that all waste processing, management and discharges are considered to follow Best Available Techniques to limit the impact on the environment and reduce radioactive emissions to ensure they are acceptable to the environment.
- The site licensee is required to continue to provide regular update to the UK Radioactive Waste Inventory (UKRWI). This helps the UK plan safe and efficient management and disposal routes for radioactive wastes and helps ensure sufficient availability in the UK supply chain.
- Higher Activity Wastes (HAW) deemed to require long-term management is subject to the Letter of Compliance (LoC) process for each waste stream to demonstrate that it meets the acceptability criteria for future disposal at the Geological Disposal Facility (GDF). This ensures waste will meet criteria and again helps to ensure accurate long-term projections of waste quantities.
- To de-license parts or the whole of a nuclear site licensed sites, standards and conditions must be met and approved by Regulators. This process will ensure that minimal risk to the environment is left at the site at the end of decommissioning.

Traffic and Transport

Baseline information

The are two primary routes to the Works Area which are shown on Figure 6. Both routes follow: Wick Moor Drove; unnamed road (known locally and hereafter as C182) between Shurton and the road to Otterhampton; Withycombe Hill; Cannington Bypass and the A39 between Cannington Bypass and Quantock Road/A38 at Bristol Road Traffic Signal Junction. The routes diverge at the A39/Quantock Road roundabout as follows:

- South Route: Quantock Road/ Wembdon Road/North Street/ Broadway (southwest from the A39/Quantock Road roundabout) to the A38 and the A38 to the M5 Junction 24 roundabout; and
- North Route: A39 (northwest from the A39/Quantock Road roundabout) to the Bristol Road (A38)/A39 Traffic Signal Junction then north on the A38 to the M5 Junction 23, via the A39.

Although both routes have been considered within the preliminary assessment, the Northern Route (Route 1) will be the preferred route in order to minimise environmental impacts.

Existing traffic on the local highway network was surveyed in 2022 which demonstrates movements during operation of the station in combination with traffic associated with the construction of HPC. The survey data has been supplemented with additional data obtained from Somerset Council and Highways England.

There are multiple Public Rights of Way (PRoW) close to the site. Many of these are temporarily impacted by the construction of HPC. There are further PRoW in proximity to the transportation route which will be included within the EIADR assessment. The closest bus stop to the site is approximately 3 km away which is served by a very limited service and the lack of continuous pedestrian footway between the bus stop and the site makes public transportation to the site unlikely.

When HPC moves from construction to the operational phase, around the end of the decade, there will be fewer construction Heavy Goods Vehicle (HGV) movements, although in the first few years of operation there may be some HGV movements that are associated with site landscaping activities. In addition, there would be temporary increases in HGV traffic during HPC outage periods to allow for maintenance activities.

Environmental Design and Management

A Construction Traffic Management Plan (CTMP) will be prepared in advance of the proposed works commencing by the site Licensee. An outline CTMP will be included with the application.

The CTMP will include measures such as:

- Approved decommissioning vehicle routes to the site.
- Protocols to ensure that HGV drivers adhere to these routes.
- Roads will be maintained, and road sweepers deployed as required.
- Vehicles within the site and Works Area will continue to use existing roads, with only limited transit across unmade ground to reduce risk of trackout of dust.

Preliminary assessment of likely effects

Trips during the Preparations for Quiescence phase are generated from:

- The removal of conventional waste from the site created by deplanting and demolition activities.
- The removal of radioactive wastes generated from deplanting activities on-site.
- The filling of voids created during deplanting and demolition activities with off-site material should it not be practicable to manage open voids throughout the Quiescence phase.
- The importation of plant, equipment and materials to site to undertake decommissioning activities, construct any required waste facilities and modify the reactor building into the Safestore structure.

The assessment of potential effects associated with an increase in traffic resulting from the decommissioning of HPB is underway. The assessment work to date has been informed by consultation with HPC, a site visit, traffic flow surveys and a desk study which has provided details including existing traffic flows and accident records on the road network. As agreed in consultation with Somerset Council and National Highways, the following highway links were scoped out during the scoping process:

- Wick Moor Drive
- A39 Near Cannington
- Quantock Road
- C182
- Withycombe Hill
- M5

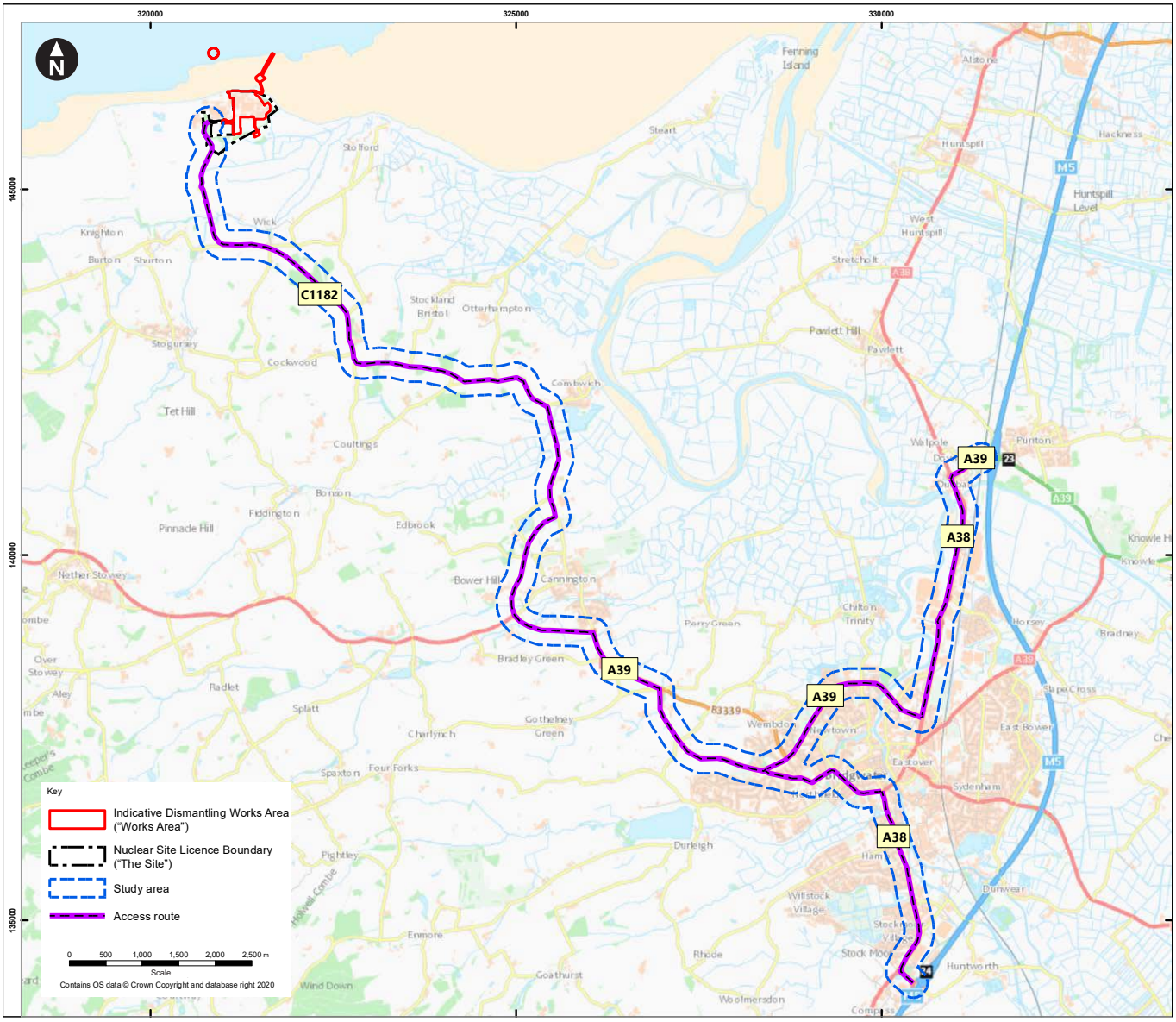


Figure 6 Existing highway network

The assessment will assess the worst-case year for increased traffic movements on the road network during the Preparations for Quiescence phase, which is considered to be Year 9 of this phase. It is currently estimated that there will be an additional 30 daily HGV movements on the road network in this year which is an average of approximately 4 additional HGV movements per hour across an 8-hour working day, at the peak of activity.

Anticipated vehicle trips associated with the decommissioning of Hinkley Point B will be low based on the information available at the time of writing and will have a negligible impact on the local highway network. As the increase in HGV movements is predicted to be approximately 1%, compared to the current baseline, it is proposed that further assessment will be limited to an appraisal of road link capacity focussing upon driver delay on the network and road safety from a transport and traffic perspective, in line with Institute of Environmental Management and Assessment Guidance.

Consideration of the effects of our projects traffic in-combination with other projects in the locality is on-going and will be subject to further discussion with Somerset Council and National Highways prior to the Environmental Statement submission.

Air Quality

Baseline information

The closest residential receptors are located more than 1 km from the Works Area. The nearest statutory sites for biodiversity conservation are the Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar, Bridgwater Bay Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).

There are no Air Quality Management Areas along the expected transportation routes for Hinkley Point B decommissioning traffic. The current baseline for the Works Area during the Preparations for Quiescence phase has been informed by reference to Defra and local authority data. Annual mean concentrations of Nitrogen Dioxide were below the annual mean air quality objective of 40 µg m-3 at the monitoring locations nearest to the Works Area from 2017 to 2021. The principal emission sources are from road traffic. The first unit of the adjacent Hinkley Point C nuclear power station which is under construction will become operational around the end of the decade. As HPC moves from construction to the operational phase there will be fewer construction Heavy Goods Vehicle (HGV) movements, which would likely result in a reduction in road vehicle emissions on the local highway network.

Preliminary assessment of likely effects

Potential air quality impacts from decommissioning would mainly be associated with dust created from demolition activities and emissions from decommissioning traffic using the local highway network.

The effects of dust emissions from the proposed works on human health and designated biodiversity sites are not anticipated to be significant with good management practices in place. The assessment of dust emissions using Institute of Air Quality Management best practice guidance will inform the definition of site-specific mitigation, which will be recorded in the EMP.

At the time of writing, the number of HGV movements required for the proposed works is understood to not exceed the threshold set out in assessment guidance to require detailed dispersion modelling assessment (100 annual average daily movements). It is therefore unlikely there would be a significant effect on local air quality.

Effects on air quality during the Quiescence phase are considered to be negligible as on-site works and traffic movements will be extremely limited during this phase.

Noise and Vibration

Baseline information

There are few roads or settlements in the immediate area. The closest residential human receptors are located more than 1 km from the Works Area. These residential properties would have been subject to noise from the operation of HPB, the ongoing decommissioning of HPA and ongoing construction of HPC. Noise from the operation of HPB will have included some intermittent noise sources such as standby diesel engines and more substantial sound levels caused by short term steam venting.

HPC is planned to be operational at the back end of the decade. Due to this, construction activities at HPC are likely to still be dominating the acoustic environment in the immediate vicinity of the site during the early stages of the Preparations for Quiescence phase.

Traffic flows on the local highway network are currently influenced by staff vehicle movements, deliveries of supplies, fuel tankers and waste collection vehicles associated with HPB vehicle movements associated with the decommissioning of HPA and construction traffic associated with HPC. There appears to be no evidence to suggest that noise or vibration from the operation of HPB, or the decommissioning and/or demolition activities at HPA, have caused any significant levels of noise or vibration in the past. HPC has carefully managed transport movements on the local highway network since the commencement of construction, with a driver of this being to reduce the effects of noise on receptors adjacent to the highway network.

Potential impacts from vibration from the decommissioning works were scoped out in the HPB EIADR Scoping Report due to the distance between the Works Area and receptors and updated guidance for assessment of traffic related vibration.

Environmental Design and Management

Noise impacts arising from the Preparations for Quiescence and Final Site Clearance phases phase would be managed through a range of control measures detailed in a EMP. This would include (but not limited to):

- Undertaking the proposed works in accordance with good practice. Where the potential for significant effects arise, applying Best Practicable Means in accordance with the recommendations in BS 5228:1- 2009+A1:2014.

- Boundary noise monitoring will be undertaken during the periods of the Preparations for Quiescence phase with the greatest intensity of simultaneous works.
- The implementation of a noise complaints procedure to identify the source of noise and outline suitable resolution.

Preliminary assessment of likely effects

The potential impacts associated with the Preparations for Quiescence and Final Site Clearance phases of the proposed works include:

- Noise emissions from the Works Area.
- Increase in road traffic noise due to additional vehicle movements on the local highway network.

The Preparations for Quiescence phase is expected to be the worst-case phase of the proposed works with respect to noise and vibration effects. This is on the basis that this phase will require the most substantial dismantling, demolition and construction activities and therefore require the most plant and equipment and entail the greatest number of vehicle movements when compared to the Quiescence phase and Final Site Clearance phase.

During the Preparations for Quiescence and Final Site Clearance phases, the majority of the proposed works, such as conventional deplanting and deconstruction and Safestore construction, will be limited to normal working hours between 07:30 and 18:00 hours Monday to Friday. There may be occasional infrequent exceptions when the working day may be extended in order to complete specific items of work safely. Due to the implementation of best practice noise reduction measures, intervening distance between the Works Area and receptors and the type of activities expected as part of the decommissioning proposals, it is likely that no significant effects will be experienced by residents close to the site.

It is currently anticipated that the peak of decommissioning related traffic across all phases will happen in year 9 of the Preparations for Quiescence phase, in approximately 2034. This peak of 30 HGV movements a day will not lead to significant noise effects at receptors adjacent to the highway network. Assessment of the cumulative effects of the early stages of HPB decommissioning in-combination with HPC construction transport movements is ongoing and will be included in the EIADR submission. However, the HPB decommissioning contribution to these combined movements will be negligible, and it is our understanding that the combined movements between HPB and HPC works in the overlapping period will not be higher than the peak traffic experienced on the local highway network in recent years.

Greenhouse Gas Emissions

Baseline information

The current baseline in the Greenhouse Gas (GHG) emissions assessment is based at a UK level and not specific to the Works Area. The fourth UK carbon budget (2023 to 2027) of 1,950 MtCO2e can therefore be considered as the current baseline for the GHG emissions assessment. GHG emissions are expected and required to reduce in the future. The UK Government has set a net zero target which requires the UK to reduce GHG emissions by 100% below 1990 levels by 2050.

Environmental Design and Management

Due to the length of the proposed works, opportunities to mitigate GHG emissions are likely to develop throughout the decommissioning lifecycle. Within the scope of the works there are anticipated to be periodic reviews which highlight these opportunities and enable the introduction of carbon reducing measures at relevant stages in the decommissioning process. These measures will be aligned to The Nuclear Decommissioning Authority Group Sustainability Strategy.

The proposed works will also implement measures through the Environmental Management Plan (EMP) such as:

- Investigation of fuel and energy use reduction measures in works delivery.
- Investigation of use of low carbon construction materials.
- Encourage re-use of materials and minimisation of wastes.
- Efficient transportation of waste.

Preliminary assessment of likely effects

GHG

GHG emissions are expected across the lifecycle of the proposed works. The main stages of the proposed works which are considered likely to generate emissions include:

- Preparations for Quiescence:
  - Deconstruction - demolition of buildings to ground level in the Works Area, excluding the reactor building and associated infrastructure.
  - Safestore construction - construction of a secure building to house the remaining reactors and vault.

- Decommissioning Waste Processing Facility (DWPF) construction and decommissioning: construction and decommissioning of a waste processing facility used to package the low-level waste generated during the Preparations for Quiescence phase.

- Quiescence:
  - Surveillance period - Safestore inspection and maintenance.
- Final Site Clearance:
  - Site re-establishment construction of temporary facilities construction for final decommissioning, including a Waste Management Centre (WMC).
  - Retrieval and management of stored active waste: wastes transferred to WMC and sent to suitable waste storage.
  - Reactor and reactor building dismantling (Safestore): dismantling and demolition of reactor and reactor building (Safestore), deconstruction of any other facilities and site clearance.

At the time of writing, sufficient data has not been reviewed as part of a quantitative GHG assessment. However, using the Climate Change Assessment undertaken for Hunterston B decommissioning as a benchmark, it is estimated that the overall lifetime GHG emissions associated with the proposed works would be comparable and estimated to be in the region of 70-75 ktCO2e. In the context of the UK carbon budgets this would equate to 0.0002% of the UK's fourth carbon budget, 0.001% of the UK's fifth carbon budget and 0.003% of the UK's sixth carbon budget. Whilst the proposed works would contribute to GHG emissions, the effects are considered to be not significant.

Approach to Climate Change Resilience

With HPB decommissioning being a long-term project, there is potential for changes in the existing environment caused by climate change to alter the potential impacts that may be experienced. This includes warmer and wetter winters, hotter and drier summers.

For Climate Change Resilience, a quantitative projection of future climate conditions at the site, based on the UK Climate Change Projections 2018 (UKCP18) will be presented. The measures to ensure Climate Change Resilience of the proposed works will be reported in relevant aspect chapters of the ES. They will be summarised within the climate change chapter under the sub-heading "Climate Change Resilience".

The approach to embedding resilience within the proposed works to ensure resilience to the effects of climate change will also be included. This will be done by referring to relevant sections of the Consolidated Hazards Safety Case. This document details the measures that ensure the resilience of the facility and associated infrastructure.

The safety case will be regularly updated throughout the lifecycle of decommissioning to re-evaluate and identify any necessary actions to maintain safety on-site which will include ensuring resilience of the site to climate change effects.

It is considered that the Consolidated Safety Case embeds climate resilience into the proposed works. As such, the effects of climate change on the proposed works are considered to be not significant, therefore a specific Climate Change Resilience Assessment is not considered to be necessary.

Major Accidents and Disasters

Baseline information

Within EIA there is a topic titled 'Major Accidents and Disasters'. The primary purpose of this assessment is to assess the impact of an event that leads to serious damage at receptors caused either by un-intended man-made activity (ie. Accident) or from a natural occurrence (ie. A 'disaster').

HPB is a twin reactor Advanced Gas Cooled Reactor (AGR) site and a licensed nuclear site. It is also a Lower Tier Control of Major Accident Hazards (COMAH) establishment.

The power station has been designed to allow for extreme weather events and has specific operating instructions in place for extreme weather conditions, e.g., for extreme winds, extreme flooding, rainfall and seismic events. In addition, there are established emergency response arrangements in place for the station. The emergency arrangements provide a state of preparedness to respond to radiological and non-radiological events.

Within the future baseline, construction of HPC will finish, followed by commissioning and operation. The nature and extent of the major accidents from the HPC facilities which could affect the workforce of the Proposed Works, and vice versa, will change as the design progresses. The interfaces and potential impacts will need to be managed throughout the Proposed Works.

Environmental Design and Management

Appropriate embedded measures would be incorporated into the Proposed Works including (but not limited to) measures such as:

- Maintaining the Safety and Environmental Management System (SEMS) to an appropriate standard by the Site Licensee for the full duration of decommissioning.
- Maintain and comply with an up to date site Safety Case and Security Plan as required by legislation and Site License.
- Ensuring all activities are subject to sufficient risk assessment and hierarchy of controls to ensure that the residual risk arising from all major accidents and disasters is reduced to As Low As Reasonably Practicable.
- Ensuring the emergency response procedures are sufficient and will define the actions to be taken to minimize effects.

Preliminary assessment of likely effects

Detailed source-pathway-receptor linkages will be developed as part of the forthcoming EIA and reported in the ES. At the EIA Scoping stage, accidents as a result of COMAH Regulated substances were scoped out for assessment. The following potential major accident scenarios will be considered for their potential for significant effects on human, and water and land receptors:

- Major accidents associated with the Proposed Works resulting from a fire/explosion
- Major accidents associated with decommissioning activities such as an accidental release of hazardous chemicals
- Major accidents caused by physical effects associated with the Proposed Works
- Natural disasters where the Proposed Works have a material effect on the extent and severity of the disaster.
- Major accidents caused by events external to decommissioning where the Proposed Works have a material effect on the extent and severity of the accident: This includes aircraft crash, projectiles, domino effects from an industrial accident in the vicinity, and loss of key utility (power supply, water supply) etc.

At this time, it is anticipated that when embedded environmental measures to prevent, control and limit the potential for major accidents and disasters during the lifetime of Proposed Works are taken into account, the likelihood of a major accident and disaster occurring will be low enough that there are no significant effects arising from major accident and disasters.

Socio-Economics

Baseline information

There are over 280,000 people within the former district council areas of Sedgemoor and Somerset West and Taunton which are considered 'local' within the assessment. This represents 5% of the population of the south-west and 0.43% of the population of Great Britain. HPB has provided long standing and high value employment opportunities within the local and regional area since the start of construction in 1967. The site currently provides employment for over 450 employees with a significant additional contractor workforce. Approximately two thirds of the staff have 10+ years' service at the Site, with 98% being residents of Somerset.

The population of Somerset West and Taunton is growing and aging, with this trend projected to continue over the course of the Proposed Works.

Future development in the area will be guided by existing district local plans until they are replaced either wholly or in part by a Somerset Local Plan created by the new unitary authority of Somerset Council. These local plans are responsible for developing additional jobs and development opportunities in the area to support the workforce, jobs and economic activity created by the construction of HPC and its supply chains.

Environmental Design and Management

The Applicant as part of its resource planning for decommissioning will:

- Undertake career aspirational discussions with staff;
- Assist workers with necessary retraining to facilitate suitability for decommissioning at HPB roles ;
- Work with third-parties to advertise new opportunities for staff; and
- Continue to support staff with post-employment references for alternative posts.

Day to day management of the Site after transfer will be by Nuclear Restoration Services (NRS) and the HPB site will become part of the Nuclear Decommissioning Authority (NDA) estate. The NDA and NRS implement socio-economic programmes at each of their sites and are therefore already familiar with the social and economic context and challenges in the area. NRS and NDA run socio-economic support schemes which can provide funding over multiple years.

Preliminary assessment of likely effects

The potential impacts associated with the Preparations for Quiescence include:

- Change in the activities undertaken at the Site and resulting changes affecting employment and the economy;
- New business opportunities supporting economic activity in the local area;
- Activities at the Site which may affect use of the King Charles III England Coast Path.

After the completion of defueling, it is anticipated that many existing station staff will be re-trained and redeployed to undertake decommissioning activities. Notwithstanding this, the staff workforce is expected to reduce to a level of 220-300 employees who will deliver the Proposed Works. This element of the workforce is anticipated to remain relatively constant during the Preparations for Quiescence phase.

The HPB workforce is significantly smaller than the HPC workforce and will experience levels of change as these projects progress which are correspondingly smaller when compared with the size of the local employment markets and local economy. As such, effects are expected to be significantly less than the changes experienced in the area from the development of HPC.

No changes to current or planned recreational access or routes are proposed as a result of the Proposed Works. If HPB works to decommission the Cooling Water Outfall are undertaken after the return of the King Charles III England Coast Path to its original alignment, a banks-person will be positioned at the proposed crossing point to enable safe crossing through the Works Area. Users are unlikely to be inconvenienced by the development due to the intention to maintain current levels of public access throughout the development phases. Effects on users are therefore anticipated to be not significant.

Once further detail on the Proposed Works and the workforce profile is finalised, the socio-economic assessment will be re-evaluated. The assessment will primarily focus on employment related effects, notably the change in demand and supply of employment and skills in the locality during defueling and decommissioning phases. It will also consider the potential impact on the local economy as a result of this changing workforce.

Landscape and Visual

Baseline information

The Works Area for decommissioning at Hinkley Point B largely lies at an elevation of approximately 10m Above Ordnance Datum (AOD) and predominantly features built form including the large-scale building housing the reactors and adjoining turbine hall towards the centre of the site, and an expansive range of smaller buildings, warehouses and tanks. To the south and east of the Works Area lies areas of woodland which provide effective screening of these lower height structures.

The landscape of the local area is generally formed of gently undulating land rising to form the foothills of the Quantock Hills. To the east of the site, the land is largely lower-lying flat marshy grassland. The shore is dominated by wave cut platforms and mud banks that form an extensive intertidal zone. The Severn Estuary on which the headland of Hinkley Point lies is characterised by extensive mud flats, for which it is internationally renowned as being valuable for wildfowl and waders.

Settlement patterns reflect the isolated nature of the coastal landscape. There are small hamlets located on the higher land to the south of the site plus the larger village of Stogursey as shown in Figure 7. Human influence is extensive on much of the coast, with sea defences and walls, land drainage and water level management structures and ditches, with hedges on the higher and drier land.

The local landscape is undergoing considerable and continual change as a result of the ongoing construction of Hinkley Point C and associated early landscaping and planting as well as the Hinkley Point A Power Station currently undergoing decommissioning to the west of Hinkley Point B.

Recreational routes and destinations within the LVIA Study Area (3 km) include:

- National Trails - the 93 km Brean Down to Minehead section of the King Charles III England Coast Path. A 4.9 km inland alternative is currently in place to bypass construction works associated with HPC. It is assumed that once the closed section of route has been re-opened, the England Coast Path will revert back to its original alignment and will pass to the north of the HPC, HPA and HPB stations.
- Local Public Right of Way (PRoW) network.
- Open Access Land/Registered Common Land.

There are no 'A' or 'B' classified roads within the LVIA Study Area. A dense network of minor roads and lanes link settlements and are often bound by high hedgerows thereby limiting views.

Environmental Design and Management

There is very limited woodland, scrub or hedgerow habitat within the Works Area and this will be retained where possible. No diversions to recreational routes are proposed as a result of the proposed works.

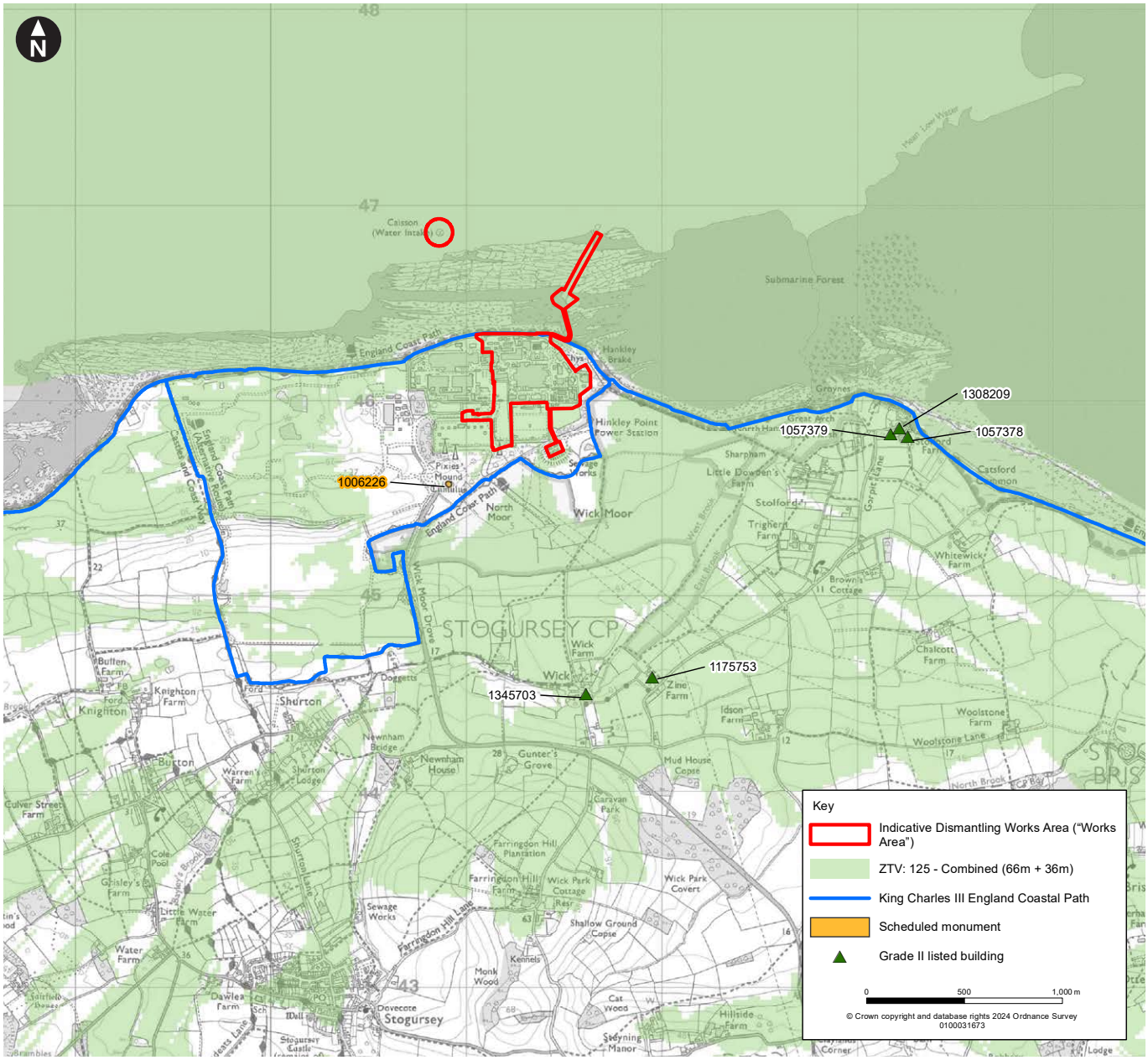
Preliminary assessment of likely effects

The assessment of potential effects on landscape/seascape character and the views of people living in and moving through the landscape on roads and recreational routes is ongoing. However, field survey findings and preliminary assessments indicate that the clearest views of existing infrastructure and the proposed works within Hinkley Point B are from the low-lying areas of grazing marsh and coastal locations to the east of the site. This includes a section of the King Charles III England Coast Path close to Stolford and from the areas of Open Access Land along the coastline to the east. From these locations, there is the potential for localised and temporary significant adverse visual effects to occur during Safestore construction and eventual Safestore decommissioning elements of the works. This is due to the extent of the horizontal field of view within which proposed works would take place, with clear views of activities occurring in the middle ground. The removal of the existing large-scale building within Hinkley Point B at the end of the Final Site Clearance phase has the potential to give rise to a localised significant beneficial visual effect from these locations.

From other locations within the surrounding landscape, it is anticipated that there would be no significant effects due to a combination of factors including:

- the vegetative screening surrounding HPB - in many of the views from the closest publicly accessible locations to the site, the reactor building is partially to heavily filtered by the woodland belt which extends along the southern and eastern perimeter.

Figure 7 Landscape and heritage receptors



The woodland belt is also of sufficient height and density to screen views of the lower height ancillary buildings and proposed works within HPB.

- topography within the Study Area - in middle-distance views from inland areas, local variations in topography screen all of the lower height ancillary buildings, leaving only the upper façade of the reactor building visible above the intervening landform.
- elevation and distance - whilst increases in elevation towards the western fringes of the Study Area means that a greater proportion of infrastructure within the HPB Site is visible, the site forms a small proportion of the elevated, panoramic and distant views which are available and individual buildings (with the exception of the reactor building) are not readily distinguishable.

Historic Environment

Baseline information

The area has been settled since at least the Romano British period; although Stogursey is the largest settlement (designated as a conservation area), all other settlements are small villages, hamlets and farms as shown in Figure 7. As a result of the small-scale development within the area, the medieval landscape pattern is still visible in some areas.

The historic environment baseline was established at the EIA Scoping stage through a combination of desk-based research, a site survey and visits to designated heritage assets within a 5km Study Area to consider the intervisibility between the site and these features. This identified that the majority of designated assets within the 5km study area would not be affected by the proposed works at HPB due to the presence of screening from intervening topography and/or planting. The designated heritage assets to be included within the HPB EIADR Environmental Statement include:

- Pixie's Mound Scheduled Monument (280 m south-west of the Works Area)
- Grade II listed Zine Farmhouse (1.30 km south-east of the Works Area)
- Grade II listed Sea View (1.55 km east of the Works Area)

There are no known archaeological sites or structures recorded within the National Heritage List for England or within the online Somerset Historic Environment Record (HER), with the exception of HPB itself which is recorded as a non-designated asset within the Somerset HER. It is assumed any archaeology of interest was disturbed during the construction of the site, and the potential for the proposed works to impact archaeology has therefore been scoped out of the assessment in the HPB EIADR Scoping Report.

Environmental Design and Management

The following design and management measures would be embedded into the Preparations for Quiescence and Final Site Clearance phases of the proposed works:

- A written scheme of building recording works for the Preparations for Quiescence phase, to be agreed with the County Archaeologist. This scheme would allow for the identification and recording of buildings at HPB mitigating the loss of buildings with historic interest.
- A Protocol for Archaeological Discovery (PAD) will be implemented during the proposed works in the marine environment to set out the approach to the reporting and subsequent treatment of unexpected archaeological discoveries.

Preliminary assessment of likely effects

The proposed works will give rise to loss of structures of limited significance for their place in the history of nuclear power generation. With the embedded measures effects would be not significant.

In addition, a change to setting arising from visibility of or noise associated with the proposed works could result in harm to the significance of designated heritage assets including scheduled round cairn known as Pixie's Mound as well as grade II listed structures Zine Farmhouse and Sea View. However due to the intervening distances, undulating topography and dense hedges, it is expected that effects would be not significant.

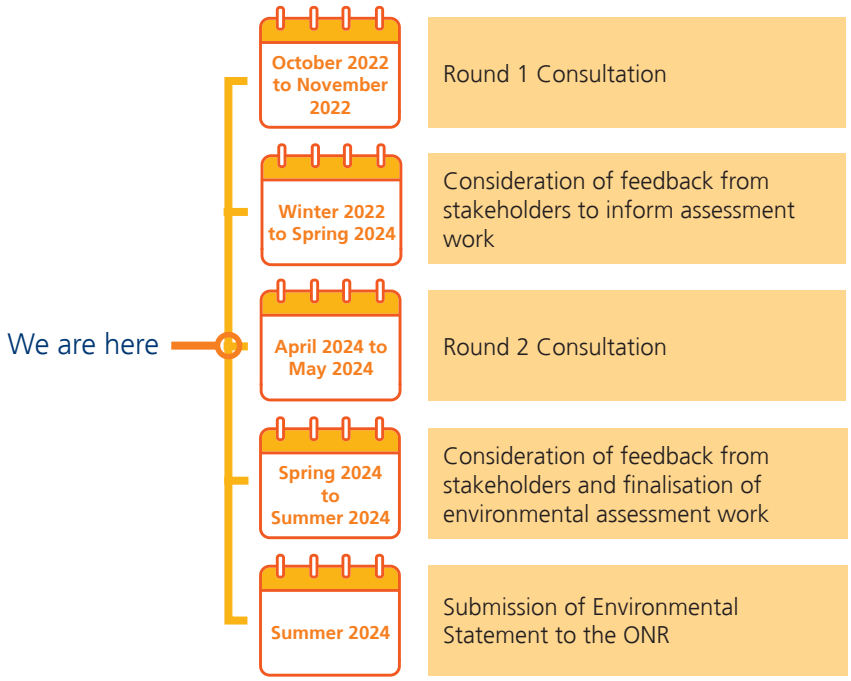

Fire exit

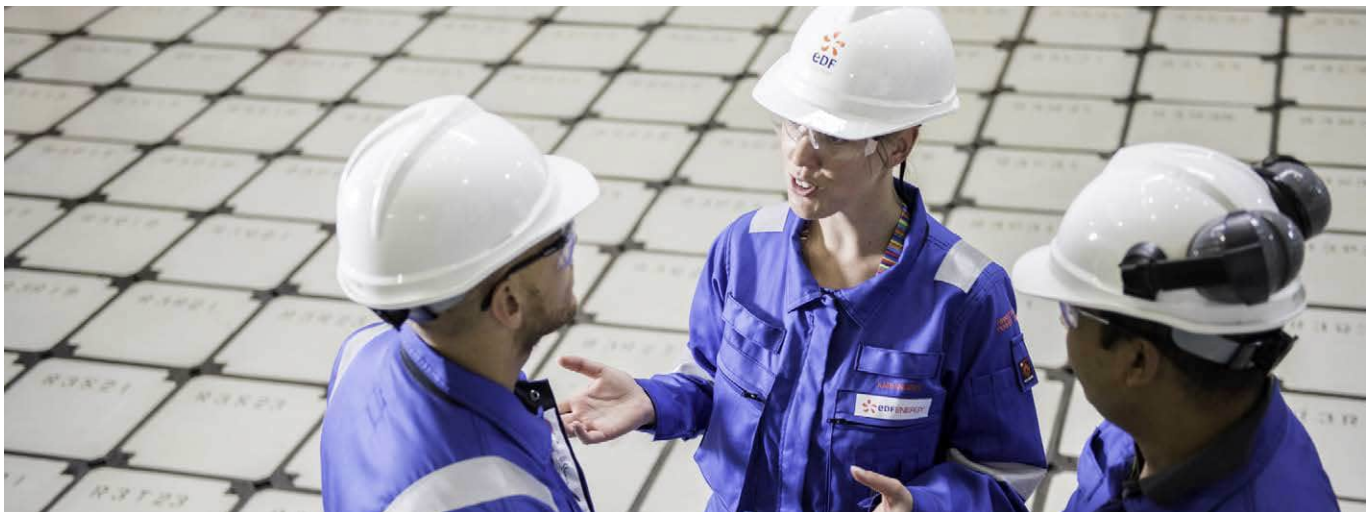
Next Steps

Our proposals require approval from the ONR, prior to commencement of the relevant decommissioning activities under the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations 1999 (EIADR). Under these Regulations, we are required to submit an ES to the ONR. The ONR will then make a decision on whether to give permission to commence decommissioning based upon the findings of the EIA as reported in the ES.

The ONR will make the decision on permissions following consultation with statutory and regulatory bodies, local communities, and other interested parties. Members of the public and interested parties will have the opportunity to comment on the decommissioning proposals and the supporting ES during the EIADR consenting process as well as commenting on the proposals during this consultation.

We plan to submit our ES to the ONR in 2024. This will be accompanied by a Consultation Feedback Report detailing how we have consulted with stakeholders and local communities on our decommissioning proposals and how their comments have been considered.





Planning

New buildings, structures and certain engineering works that are required to enable decommissioning may also require planning permission from Somerset Council. These applications may need to be accompanied by their own EIAs which will assess the impacts of the development being proposed. Members of the public and interested third parties will be able to comment on these proposals via the planning process.

Environmental permitting

The Environment Agency is England's principal environmental regulator responsible for authorising and overseeing activities that could impact the environment or human health, including enforcing compliance where necessary. Environmental permits are required from the Environment Agency under the Environmental Permitting Regulations 2016 prior to the commencement of certain activities that have the potential to cause environmental impacts.

The Hinkley Point B site already holds multiple permits relating to the operational period of the power station. Some of these permits may need to be varied as the site progresses through the decommissioning process, whilst some new permits may also be required. The site licensee will liaise with the Environment Agency and other regulators as required to ensure the delivery of these permits to facilitate the decommissioning works.

Prior to the issue of permits, environmental impacts relating to decommissioning activities will be assessed and control measures identified where required. Environmental permits provide an ongoing mechanism to ensure that activities remain safe and compliant.

Marine licenses

Some decommissioning works that take place within the marine environment will require a marine licence from the Marine Management Organisation (MMO) under the Marine and Coastal Access Act 2009. Applications for a marine licence may need to be accompanied by an EIA and may be subject to further consultation.

Ongoing engagement with stakeholders and communities

Submission of the ES to the ONR does not mean the end of engagement and communication with stakeholders and local communities. We will continue to engage and communicate as our decommissioning plans become a reality, including ongoing participation with the Hinkley Point B Site Stakeholder Group (SSG). SSGs are long-established at each of the Nuclear Restoration Services (formerly Magnox) sites and provide an opportunity for stakeholders to find out more about the work being undertaken there.

Providing your feedback

Your feedback is important to us and will help refine our decommissioning proposals alongside environmental assessments and ongoing work with Nuclear Restoration Services and the NDA. This consultation is running from **9.00am on the 15th April 2024 to 11.59pm on 27th May 2024**.

You can submit your feedback through the questionnaire on our website at: www.edfenergy.com/hinkley-point-b

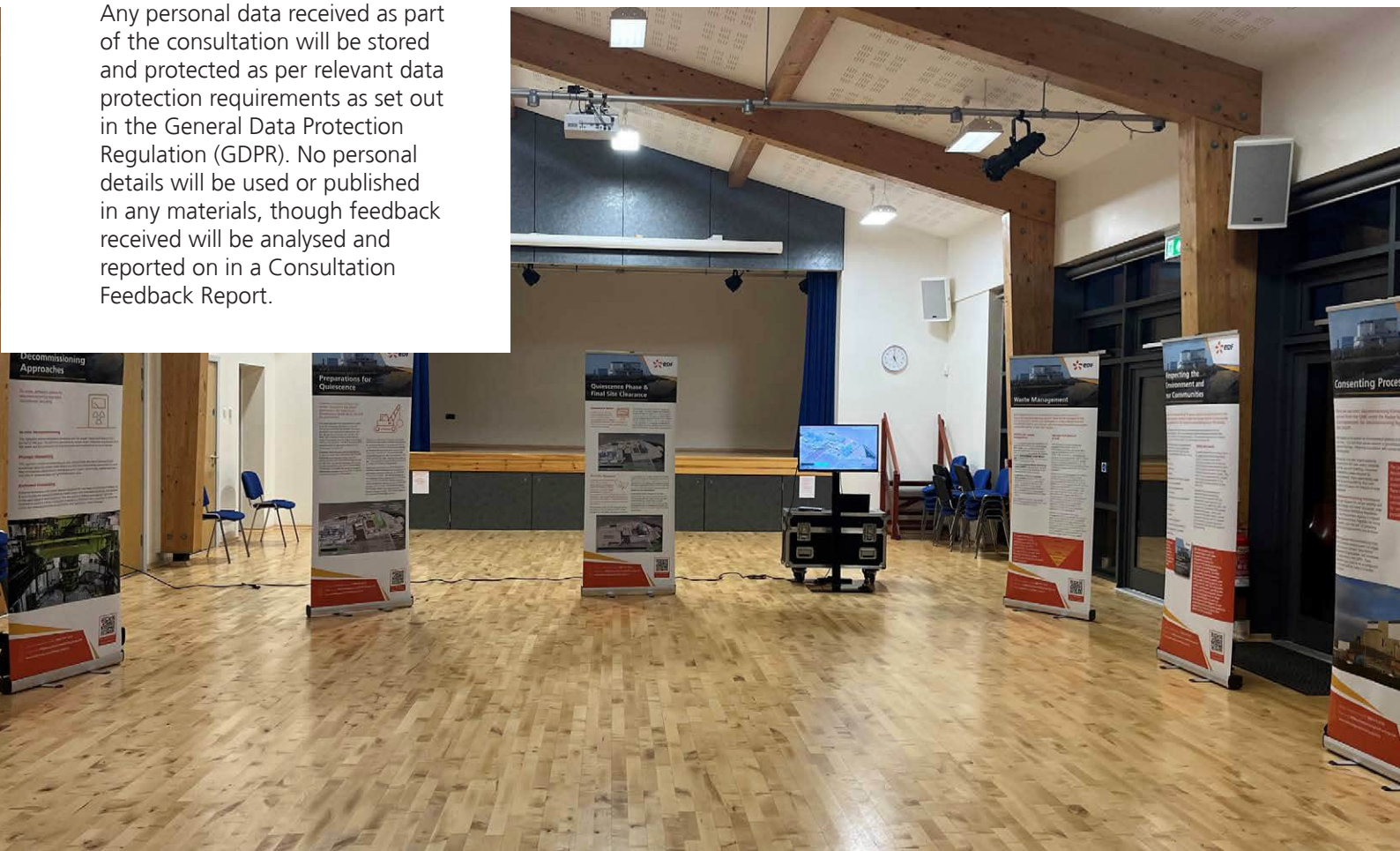
Alternatively, you can email your feedback to HPBdecommissioning@edf-energy.com or post it to Freepost HINKLEY POINT B DECOMMISSIONING CONSULTATION

Any personal data received as part of the consultation will be stored and protected as per relevant data protection requirements as set out in the General Data Protection Regulation (GDPR). No personal details will be used or published in any materials, though feedback received will be analysed and reported on in a Consultation Feedback Report.

Public events

We are holding two public events to help people understand and comment on our updated proposals. At our events, you can view our proposals, examine documents, and speak to our team who will be on hand to answer any queries you may have. In addition, we are running a virtual exhibition for those who can't make it to our in-person events. You can access it, along with downloadable copies of documents, on our website at: www.edfenergy.com/hinkley-point-b

Event venue	Address	Date and Time
Wembdon Village Hall	Homberg Way, Wembdon, Bridgwater TA6 7BY	Friday 19 April 2024, 3pm to 7pm
Stogursey Village Hall	32 Tower Hill, Stogursey, Bridgwater TA5 1PR	Thursday 25 April 2024, 3pm to 7pm



Document deposit locations

If you wish to read our documentation but are unable to attend one of our public events or access our website, we are providing reference copies of our documents for inspection at local libraries.

Deposit location	Opening Hours
The Thomas Poole Library Nether Stowey, Bridgwater TA5 1LN	Mon: 10am-1pm Tues: CLOSED Weds: 10am-1pm Thurs: 4pm-7pm Fri: 10am-1pm, 2pm-5pm Sat: 10am-1pm Sun: CLOSED
Hinkley Point Visitor Centre Cannington Court, Church Street, Cannington, Bridgwater TA5 2HA	Mon: 9:30am-5pm Tues: 9:30am-5pm Weds: 9:30am-5pm Thurs: 9:30am-5pm Fri: 9:30am-4pm Sat: CLOSED Sun: CLOSED
Bridgwater Library Binford Place, Bridgwater TA6 3LF	Mon: 9.30am-5pm Tues: 9.30am-5pm Weds: 9.30am-5pm Thurs: 9.30am-5pm Fri: 9.30am-4pm Sat: 9.30am-2pm Sun: CLOSED

These opening hours are correct at the time of print and do not include occasional closures, such as for Bank Holidays.

- For the Thomas Poole and Bridgwater Libraries, please check the Somerset Council website before visiting: www.somerset.gov.uk/libraries.
- For the Hinkley Point Visitor Centre, please check the EDF Energy website before visiting: https://www.edfenergy.com/energy/education/visitor-centres/hinkley-point-visitor-centre

How you can get in touch

If you would like more information about our proposals, or require alternative formats for documents (e.g. in Braille or other languages), you can contact us directly.

Call our freephone number:
0800 915 3510

Email us at:
HPBdecommissioning@edf-energy.com

Contact details:

Call our freephone number: 0800 915 3510

Email us at: HPBdecommissioning@edf-energy.com

www.edfenergy.com/hinkley-point-b

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Appendix G3

Exhibition Boards

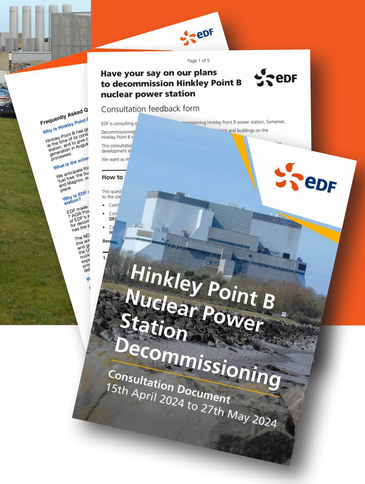
Welcome

Hinkley Point B stopped generating electricity in August 2022 after 46 years of service. During its operational life, Hinkley Point B generated 311 terawatt hours (TWh) which is enough electricity to power all the homes in the South West for over 33 years and has helped the UK avoid the emission of more than 100 million tonnes of Carbon Dioxide (CO_2). Over the next few years EDF will remove the remaining used fuel from the reactors and prepare for the decommissioning of the nuclear power station. Decommissioning will involve dismantling and demolition of plant and buildings on the Hinkley Point B site.

We are holding this consultation now to get your views to inform the decommissioning proposals that will be submitted to the Office for Nuclear Regulation (ONR) for approval before decommissioning can proceed.

Thank you for taking part in our consultation on our plans to decommission Hinkley Point B nuclear power station. Your views are important to us and we encourage you to provide feedback by filling in a feedback form which are available here today or on the project website.

If you have any questions, please speak to a member of the project team. Copies of documents are available to help you provide feedback, including our **Consultation Document**, **Frequently Asked Questions** and **Feedback Form**.



Call our freephone number: **0800 915 3510**

Email us at: **HPBdecommissioning@edf-energy.com**

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How we have considered your feedback

We received a total of 19 responses to our previous consultation from local authorities, businesses and communities.

We thank you for your feedback which has helped us develop our decommissioning proposals and provided focus for further environmental survey and assessment work. The key matters raised at the last consultation and a summary our responses are provided below. Our full responses can be found in our Consultation Document.

35 people attended our in-person exhibition events. 135 users visited our virtual exhibition space.

Decommissioning programme	
You said	**A summary of our response**
Queries around the length and cost of the decommissioning programme.	Our decommissioning strategy will frequently be reviewed throughout the coming decades to ensure it remains the correct approach to decommissioning the site. The decommissioning strategy is currently understood to be the best balance of engineering feasibility and cost. Our proposed decommissioning strategy can be broken into three distinct phases. The Preparations for Quiescence phase is expected to complete approximately 16 years after the End of Generation on the site. Following this, the long Quiescence phase is estimated to continue until approximately 85 years after End of Generation. The Final Site Clearance phase is expected to take a little over a decade to complete, leaving a site ready for re-development approximately 96 years after End of Generation.
What will happen to the 400kV and 275kV power lines?	The 400kV power lines from HPB will not be re-utilised by HPC. HPB is still utilising the 275kV connection for various on-site systems during defueling, but it will likely be disconnected shortly afterwards. The onward connections of the 400kV and 275kV at Hinkley Point B and Hinkley Point A are managed by National Grid who will be responsible for their future intentions.
Nuclear Safety	
You said	**A summary of our response**
Concerns about the safety of long-term nuclear waste storage.	Decommissioning activities, including storage of radioactive material, will require a Safety Case. The site licensee is required to demonstrate how the site will remain safe throughout the decommissioning period. The Safety Case is required to analyse the impact of potential scenarios such as terror threats, natural disasters and extreme weather on the site and prove how site integrity will be maintained to prevent impacts on people and the environment.
Final site clearance	
You said	**A summary of our response**
Future and interim use of the site for other uses should be considered, such as renewable energy and hydrogen production.	Our proposals would not de-license the site until the Final Site Clearance phase, meaning future developments could not come forward on the site until after this. Any interim use of the land during the quiescence phase is unlikely as it will still be nuclear licensed.

Call our freephone number: **0800 915 3510**

Email us at: **HPBdecommissioning@edf-energy.com**

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How will the decommissioning of Hinkley Point B be undertaken?

EDF's objective over the next few years is the safe and effective delivery of 'fuel free' reactors, ready to be decommissioned.

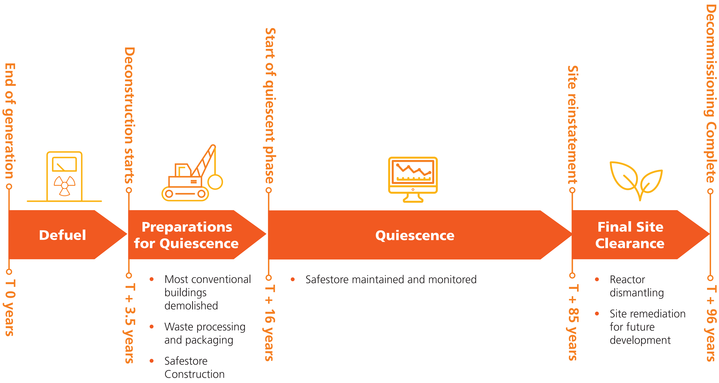
This involves removing hundreds of fuel channels in each reactor and cooling them, before they are packaged and transported by train for further cooling and storage at Sellafield, Cumbria.

Once the spent fuel has been removed from the reactors, decommissioning can start. After defuelling, in accordance with an agreement EDF has made with UK Government, the Hinkley Point B site will be transferred to the Nuclear Decommissioning Authority (NDA), subject to regulatory approvals, with Nuclear Restoration Services (NRS, formerly Magnox) becoming the new Site Licence Company and undertaking the decommissioning activities.

It is anticipated that decommissioning will start in 2026 and will take many decades to complete. The majority of buildings, with the exception of the reactor buildings, will be demolished over a period of around 12 years. Following a long period of inactivity (around 70 years) when the reactor buildings are maintained in a safe, quiescent state, the remaining site will be decommissioned. Whilst future uses of the site will not be achieved for many decades, our decommissioning plan is a stepped approach to dismantling and decontamination towards an end state, allowing for safe radioactive decay, prior to Final Site Clearance.

The Nuclear Decommissioning Authority are the government body responsible for decommissioning the UK's nuclear power stations, which they deliver through their subsidiary Nuclear Restoration Services. Nuclear Restoration Services will become the Site License Company for Hinkley Point B when EDF have completed defueling and will undertake the decommissioning activities.

The decommissioning plans presented in this consultation are our latest assumptions, informed by our experience in operating and refuelling the reactors since 1976, knowledge of the reactor and generating technology, and preparations for decommissioning over many years. Further development of the decommissioning plans is underway, working closely with NDA and NRS to ensure that decommissioning works can progress promptly following transfer. Your feedback, and ongoing work with NRS to align our arrangements for decommissioning, and to explore the potential opportunities resulting from collaboration and transfer, will shape the development of decommissioning plans for Hinkley Point B. The decommissioning plans will be subject to ongoing engagement and approvals from the ONR and the Environment Agency (EA).



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How our plans have developed

Materials and Waste Management

Most material and waste produced during decommissioning is non-radioactive or 'conventional' waste, such as metals, glass, plastics, and other material, typical of that produced during the demolition of industrial buildings. Conventional waste will be sorted and managed in accordance with the principles of the waste hierarchy.

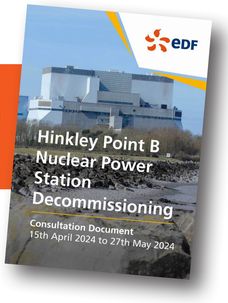
The decommissioning plan has considered re-use of materials generated from demolition on-site. Enough rubble material is expected to be generated from demolition and deplanting activities on-site during the Preparations for Quiescence phase to fill most of the voids created by the dismantling of the cooling water system (excluding the cooling water tunnels).

Where waste cannot be avoided, it will be sent off-site for treatment for recycling, or disposal if recycling is unviable.

Radioactive Waste

Decommissioning will involve the management of Low Level Waste (LLW) and Intermediate Level Waste (ILW) produced during the station's operation and from decommissioning activities. LLW will be generated through activities such as deplanting and demolitions in the active area, as well as secondary wastes from the processing and packaging of LLW and ILW. Operational ILW not housed in the debris vaults will be processed and packaged during the Preparations for Quiescence phase. It is our current assumption that this packaged waste will then be sent for storage at Hinkley Point A's existing Interim Storage Facility until a Geological Disposal Facility in line with government policy is available. Operational ILW stored in the Debris Vaults through the Quiescence phase will be processed and packaged during Final Site Clearance, and further ILW is anticipated to arise from reactor dismantling activities during this phase.

Please refer to our Consultation Document for further details.



Facilities for Waste Management

Works during the Preparation for Quiescence phase will involve handling, processing packaging LLW and limited quantities of more radioactive material classified as ILW. To process this waste, we will require the following facilities on-site:

- **A Decommissioning Waste Processing Facility (DWPF)** will be required to manage, process and package primarily LLW, enabling its removal from the site. Our current assumption, which is subject to ongoing optioneering studies, is that the DWPF will be delivered at HPB by construction of a new facility in the southern section of the site. A new-build DWPF will require planning permission from Somerset Council under the Town and Country Planning Act 1990.
- **An Operational Waste Processing Facility (OWPF)** may be required to process and package the limited quantities of ILW produced during the operational period of the power station. Optioneering studies are still ongoing to understand whether existing buildings on the Hinkley Point B site can be re-used for this purpose or whether a new build facility is required. Should a new building be required for the OWPF, it would be subject to planning permission from Somerset Council under the Town and Country Planning Act 1990.

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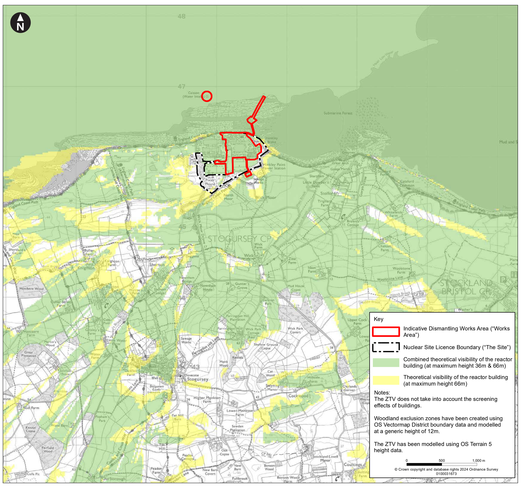
How our plans have developed

Safestore

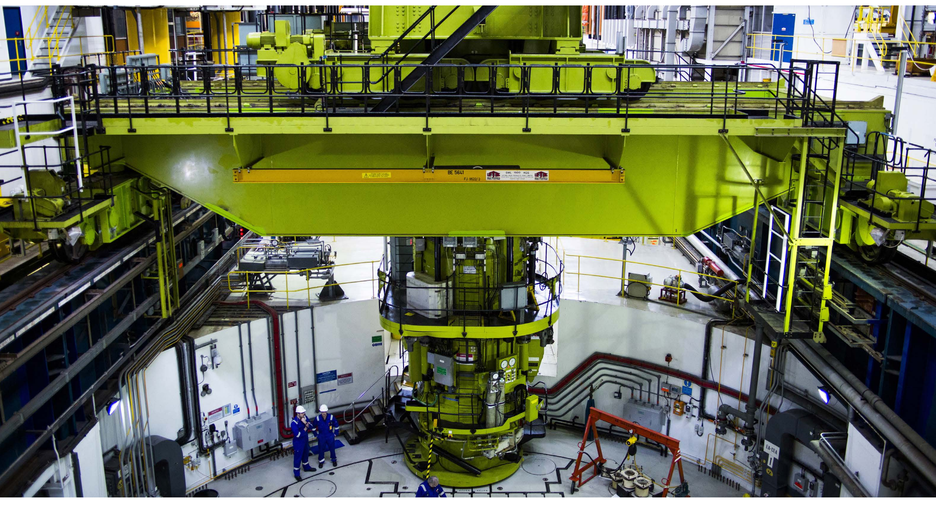
Considering feedback from consultation on the appearance of the Safestore, further study has been undertaken to understand the difference in visibility between a full height Safestore (66m) and a reduced height option (35m). The results of this study are shown below. The difference in height of the Safestore does not make a substantial change to its wider visibility from key receptors due to the existing topography and landform.

At this stage, the optioneering process has identified benefits of a reduced height structure including reduced maintenance costs, reduced carbon emissions and slightly reduced visibility. However, work is underway to understand the technical feasibility of removing plant and machinery that would enable a lower height Safestore.

Whilst the optioneering process is still ongoing, studies currently indicate that an aluminium cladding is the preferred option due to its longevity and stability. The works to modify and re-clad the reactor building to create the Safestore will require a planning application and permission from Somerset Council and will be subject to further consultation at that time.



Zone of Theoretical Visibility for full height Safestore (yellow) and reduced height (green)



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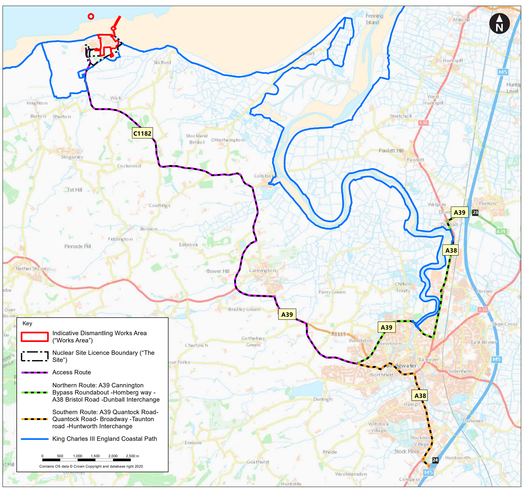
How our plans have developed

Traffic movements

During our previous consultation, we received requests from respondents for further information about traffic movements associated with decommissioning at Hinkley Point B and listened to concerns that all waste and materials would be transported by road.

We have developed our understanding of the likely volumes of material to be transported to site and material to be taken off site during decommissioning. Where practicable, Heavy Goods Vehicle (HGV) movements will be minimised by utilising suitable material from other demolition activities on-site as infill rather than bringing material to site, and by managing voids in the long term through the Quiescence phase of decommissioning. During this phase, we currently estimate that the total HGV movements will peak in approximately 2034/2035 and equates to an average of 30 additional movements on the highways network per day. The HGV profile for the duration of the Preparations for Quiescence phase is set out below and is considered to be a reasonable worst-case.

There will be some overlap between our decommissioning works at HPB and the construction works at HPC. Whilst analysis of the relationship between decommissioning traffic and other local major projects is ongoing, we do not currently anticipate this will result in significant traffic effects.



Access

Employment and jobs

Since our first consultation in October and November 2022, we have undertaken further work to understand how the workforce will change throughout the Preparations for Quiescence phase. Across the 12-year period of this phase, the total workforce numbers on-site are expected to fluctuate to meet the changing needs of the works happening on-site. Staff levels are expected to range between 220-300 following transfer to NRS, with numbers of contractors expected to fluctuate depending on works on-site at any given time.

Whilst the types of jobs at Hinkley Point B during decommissioning will be different to those during the Operating and Defueling stages, it is recognised that embedded site knowledge should be retained within the workforce during the Preparations for Quiescence phase. EDF and NRS are committed to supporting the retraining and up-skilling of existing Hinkley Point B employees and contractors as an enabler for the decommissioning of the station and are working closely together to develop a robust employment plan.

During the Quiescence phase, it is expected that employment at the site will reduce, with the ultimate aim being for a remotely monitored and un-manned site through the Quiescence phase. We anticipate that the Final Site Clearance phase will lead to an uplift of employment on the site, with worker numbers being similar to the levels in the Preparations for Quiescence phase.

The impact of the workforce profile throughout decommissioning will be assessed as part of the ongoing Environmental Impact Assessment (EIA) and will be reported in the Environmental Statement (ES).

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Respecting the Environment and our Communities

Before we can start decommissioning Hinkley Point B, we need approval from the ONR under the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations 1999, sometimes called 'EIADR'.

EIADR requires us to submit an Environmental Statement (ES) to the ONR in order to seek approval for our proposals. They will decide whether to give permission based on the findings of the ES, following consultation with statutory bodies, local communities, and other interested parties.

We submitted our Environmental Impact Assessment (EIA) Scoping Report, outlining our proposed scope of assessments to be provided in the ES , to the ONR prior to the first consultation in 2022. The ONR separately consulted with regulators and stakeholders on the Scoping Report and provided EDF with a Pre-application Opinion which outlined their response to it, with consideration of the comments they received from their consultees.

You can view a copy of the Pre-Application Opinion on the ONR's website at: www.onr.org.uk/

We have commenced the EIA and begun to develop measures to avoid or reduce any potentially significant effects. These measures will be presented in an Environmental Management Plan (EMP), setting out the environmental mitigation, management and monitoring commitments that will apply during the decommissioning of Hinkley Point B. Preliminary conclusions of the assessment for each EIA topic is provided in our Consultation Document.

Consenting Processes

Planning We may also require planning permission from Somerset Council for certain new buildings, structures and engineering works required for decommissioning. These applications may need to be accompanied by their own EIAs, which will assess the impacts of those developments.

Environmental Permitting Environmental permits are required for certain activities such as waste storage and water discharges under the Environmental Permitting Regulations 2016. The Environment Agency is England's principal environmental regulator for issuing such permits, with the aim of preventing impacts to the environment and to human health.

Marine Licenses Decommissioning works within the marine environment will require a marine licence consent from Marine Management Organisation and the Marine and Coastal Access Act 2009. These applications may need to be accompanied by an EIA and will be subject to further consultation.

The consents and approvals described here are also subject to consultations held by the respective determining bodies. There may be opportunities to provide representation or comment on these applications for consents during these periods.

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Preliminary findings of Environmental Assessments

Traffic and Transport

The assessment will assess the worst-case year for increased traffic movements on the road network during the Preparations for Quiescence phase, which is considered to be Year 9 of this phase. It is currently estimated that there will be an additional 30 daily HGV movements on the road network in this year which is an average of approximately 4 additional HGV movements per hour across an 8-hour working day, at the peak of activity. Anticipated vehicle trips associated with the decommissioning of Hinkley Point B will be low and will have a negligible impact on the local highway network. The small percentage change in HGV movements as a result of decommissioning means that no detailed assessment of effects of decommissioning traffic on noise and air quality receptors along the decommissioning transportation route is likely to be required as effects will not be significant.

Noise and Air Quality

The Preparations for Quiescence phase is expected to be the worst-case phase of the proposed works with respect to noise and air quality effects. The assessment will consider works on-site with the potential to cause noise and dust at local ecological and residential receptors.

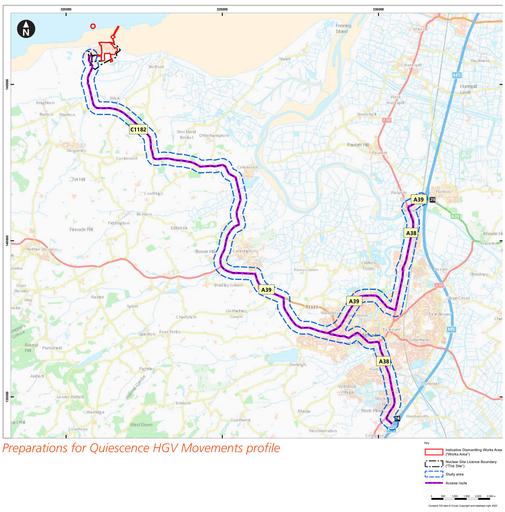
Noise and dust emissions during decommissioning will be managed through a range of control measures detailed in a Environmental Management Plan. Normal working hours between 07:30 and 18:00 hours Monday to Friday will be implemented on-site for high-noise activities such as demolitions. In light of this, and the large distance between the site and the majority of receptors, the preliminary assessment is that no significant effects are anticipated from dust or noise as a result of the decommissioning works when control measures from the EMP are implemented.

Conventional Waste and Materials

During decommissioning, it is anticipated that the majority of wastes produced will be conventional in nature. This conventional waste will include items such as metals, glass, plastics and other wastes in line with that from the demolition of industrial buildings. To follow the principles of the waste hierarchy, demolition material will be managed and segregated on-site, with the primary aim of re-using or recycling demolition material instead where it meets relevant suitability for use criteria.

During the Preparations for Quiescence phase, it is anticipated that there will be approximately 82,000 tonnes of conventional waste exported off-site for re-use, recycling or disposal. The assessment will consider the types of conventional waste generated and evaluate the effects that the management of these wastes will have on the existing and committed network of waste management infrastructure in Somerset and the wider South-West of England region.

Some hazardous wastes may require waste management infrastructure outside of this geographic area by exception. It is not anticipated that this additional waste for local waste facilities to process will be considered significant.



Preparations for Quiescence HGV Movements profile

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Preliminary findings of Environmental Assessments

Marine Ecology

Preliminary conclusions suggest that in the intertidal and subtidal environments, potential effects would be localised and temporary in nature, with a magnitude of change generally within the range of natural variability (i.e. very low). The Hinkley Point B decommissioning works are unlikely to impact fish or marine mammals to a significant level when environmental control measures are implemented during the marine activities.

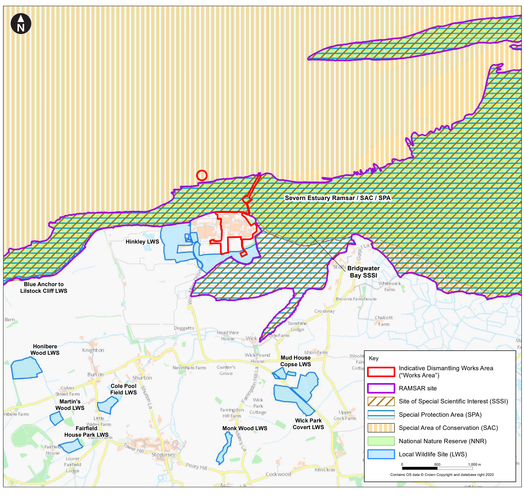
Terrestrial Ecology and Ornithology

The Works Area has limited potential to directly impact protected species as works are largely focused to hardstanding within the site fence which provides very limited suitable habitat. No bat roosts were recorded within the buildings of the Works Area. Lighting of the works may have limited potential to displace bats foraging within Hinkley Local Wildlife Site (LWS). This is however likely to affect small numbers of bats, which would be displaced into suitable adjacent habitats within the LWS. At this stage therefore, significant effects on bat species/populations are not anticipated.

The proposed works could displace territories of breeding birds and groups of wintering and passage birds through disturbance, however the number of birds affected is likely to be small and these birds are likely to disperse to suitable alternative nesting and foraging habitat nearby. Significant effects on birds, and biodiversity conservation sites that are designated for birds, are therefore not anticipated at this stage.

Soils, Geology and Hydrogeology

Information on ground condition and groundwater has been collected across many decades on the site. The approach to evaluating the significance of effects on land contamination receptors is to consider the change in risks from these baseline conditions to the risks during the proposed works (and up to the end of the proposed works). With the implementation of embedded management measures and given the controls embedded in the design with the proposed works being located within an existing operational nuclear facility, the proposed works are likely to result in negligible changes to the risk level to contaminated land receptors (human health, property and environmental receptors), resulting in effects on receptors which are not significant.



Designated sites and key ecological receptors

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Preliminary findings of Environmental Assessments

Landscape and Visual Impact Assessment (LVIA)

The local landscape is undergoing considerable and continual change as a result of the ongoing construction of Hinkley Point C and associated early landscaping and planting as well as the Hinkley Point A Power Station currently undergoing decommissioning to the west of Hinkley Point B.

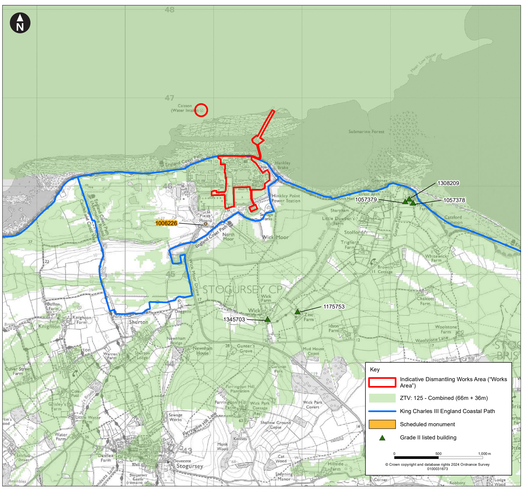
Field survey findings and preliminary assessments indicate that the clearest views of existing infrastructure and the proposed works within Hinkley Point B are from the low-lying areas of grazing marsh and coastal locations to the east of the site. There is the potential for localised and temporary Significant adverse visual effects to occur during Safestore construction and eventual Safestore decommissioning elements of the works. The removal of the Safestore at the end of the Final Site Clearance phase has the potential to give rise to a localised Significant beneficial visual effect from these locations.

Historic Environment

The proposed works will give rise to loss of structures of limited significance for their place in the history of nuclear power generation. With embedded measures, effects would not be significant.

In addition, the EIA will consider the impacts the works will have on the setting of heritage assets. Due to intervening distances, landform, undulating topography and dense hedges, many of the heritage assets in the surrounding area have been scoped out of further assessment at the EIA Scoping stage.

Whilst effects to some designated heritage assets as shown in the figure below remain in the scope of the assessment, it is not anticipated effects on the settings of these assets will be significant.



Designated historic sites and Rights of Way

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Providing your Feedback and Next Steps

Thank you for taking part in this consultation. Your feedback will help shape our proposals for decommissioning. We plan to submit our proposals, including an Environmental Statement (ES), to the ONR later this year.

You can provide feedback through the following ways:

You can submit your feedback through the questionnaire on our website at: www.edfenergy.com/hinkley-point-b

Complete a hard copy questionnaire available at our event

Email your feedback to HPBdecommissioning@edf-energy.com or post it to FREEPOST HINKLEY POINT B DECOMMISSIONING CONSULTATION*

*When sending to our Freepost address, make sure you write this exact address on the envelope and take it to a post box or post office

Next Steps:

We will analyse and consider all the responses we receive. Your feedback will then be taken into account alongside further assessment and surveying work in refining our decommissioning proposals at Hinkley Point B.

We will continue to engage on our decommissioning proposals with the Site Stakeholder Group (SSG) for Hinkley Point, supported by the NDA, ahead of finalising our proposals and submitting our ES to the ONR later this year.

October 2022 to November 2022	Round 1 Consultation
Winter 2022 to Spring 2024	Consideration of feedback from stakeholders to inform assessment work
We are here — April 2024 to May 2024	Round 2 Consultation
Spring 2024 to Summer 2024	Consideration of feedback from stakeholders and finalisation of environmental assessment work
Summer 2024	Submission of Environmental Statement (ES) to the ONR

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Appendix G4

FAQs

Frequently Asked Questions

Why is Hinkley Point B power station being decommissioned?

Hinkley Point B has generated low carbon energy for 46 years, outperforming expectations at the time of its construction that it would only operate for 25 years. Due to the age of the station, and to give certainty to our staff, we decided that Hinkley Point B would cease generation in August 2022 before moving into the defueling and decommissioning processes.

What is the schedule for defueling and transferring Hinkley Point B to the Nuclear Decommissioning Authority (NDA)?

We anticipate that defueling will be completed in 2026. Once 'fuel free' the buildings and infrastructure to be decommissioned will transfer to the Nuclear Decommissioning Authority (NDA) and Nuclear Restoration Services (NRS) (formerly Magnox Ltd), subject to the appropriate regulatory arrangements being agreed and in place.

Why is EDF not carrying out the full decommissioning of Hinkley Point B power station?

EDF made an agreement with the UK government in June 2021 to a phased transfer of all 7 Advanced Gas Cooled Reactor (AGR) Power Stations to the NDA following the completion of defueling. This makes best use of EDF's and the NDA's expertise and provides the best and most cost-effective solution for decommissioning. Defueling is, in effect, an extension of operations and the EDF team has the expertise and experience to do that most efficiently.

The NDA is the nation's nuclear decommissioning body and has extensive experience in this area, being responsible for decommissioning the rest of the UK's ex-nuclear research and generation estate through its subsidiary Nuclear Restoration Services. Transfer to NDA / NRS provides the UK government with the best opportunity to integrate the decommissioning of all UK nuclear sites into the most cost-effective solution for the taxpayer. It is decommissioning experience and expertise that NRS will bring to undertaking the decommissioning programme as Hinkley Point B's new Site Licence Company, following completion of defueling by EDF.

What is the timing of each stage of decommissioning?

Defueling begins when a reactor formally stops generating. It involves removing all fuel from the reactors and fuel ponds, which represents 99% of the radioactive material on site. This is expected to take approximately 4 years from the end of generation.

The first stage of our decommissioning proposals for Hinkley Point B is referred to as the Preparations for Quiescence phase. Whilst optioneering is ongoing, our current estimate is that it will take approximately 12 years from the end of defueling to complete this phase. During this phase, the majority of conventional buildings will be demolished, and the existing reactor buildings and specific associated adjacent plant will be modified into a Safestore structure. Thereafter, we currently anticipate the 'Quiescence' phase to run for around 70 years to allow for radioactive decay within the Safestore. This is followed by the 'Final Site Clearance' phase. This is anticipated to take approximately 10 years to

undertake and includes the dismantling of the Safestore and works required to release the site for future development.

What is ‘defueling’? And where does the used fuel go?

Defueling is the process of removing and carefully emptying the used fuel channels from each reactor and cooling them. The fuel channels are then loaded into a flask and transported by rail to Sellafield. They are then safely stored in a cooling pond for up to 70 years, after which they would be transferred to the UK’s planned geological disposal facility.

What is ‘Quiescence’?

‘Quiescence’ refers to the safe, passive period during which the Safestore will be left to provide time for remaining radioactive materials to safely decay prior to Final Site Clearance.

What measures will be in place during the Quiescence phase to ensure the safety of the Hinkley Point B site while radioactive materials decay in the reactor core under the Safestore?

The Quiescence Phase will be accompanied by a programme of continuous remote monitoring and surveillance. The Site Licensee will undertake periodic visits to inspect and monitor the site surrounding area, including visual inspections, radiological and environmental monitoring, and general grounds maintenance. During this period, there may also be a need for refurbishment or replacement of building and cladding materials. The site will remain a ‘secure’ site until de-licensing of the site at the end of Final Site Clearance. Security requirements for the Quiescence phase are under consideration.

What are the plans for future development of the site?

There is much decommissioning work to be planned and undertaken before the site can be de-licensed and released for future development. When the time comes, the Site Licensee will work with local stakeholders to identify credible options for the beneficial re-use of land at Hinkley Point B. The current assumption is to leave the site in an appropriate end state to support future industrial use. Any future development will require a planning application, which will be determined in accordance with the relevant national and local planning policies at that time.

How will waste produced by the decommissioning works be managed?

During decommissioning, radioactive and non-radioactive waste will be produced. Waste will be managed in accordance with government policy and legislation, in a way that protects people and the environment, and in accordance with the principles of a waste hierarchy to minimise waste, re-use and recycle.

EDF have a developed understanding of the inventory of radioactive waste likely to be generated which is informing the planning and preparation for waste management. New buildings to house specific waste processing facilities may be required for radioactive waste management, processing and packaging. EDF’s current assumption is that a newly built facility will be required at Hinkley Point B to provide a location to manage Low Level Waste to be processed during the Preparations for Quiescence phase. Optioneering regarding waste facilities for the site are however ongoing.

NDA, Nuclear Restoration Services (formerly Magnox Ltd) and EDF are working together to develop the plans for using an existing Interim Level Waste (ILW) store on the Hinkley Point A site and to obtain the necessary regulatory approvals to enable this to happen.

ILW generated during final site clearance will be transferred to a Geological Disposal Facility, in accordance with the UK Government's policy framework for managing higher activity radioactive waste.

What types of radioactive waste will arise from decommissioning?

The majority of the waste produced during decommissioning will be non-radioactive and non-hazardous. In respect of radioactive waste, there are two types that will be processed during the decommissioning works, Intermediate Level Waste (ILW) and Low Level Waste (LLW).

Some limited quantities of ILW have been produced during operation and defueling of Hinkley Point B. ILW produced during routine operations and defueling that is not contained within the debris vaults will be processed and packaged during the Preparations for Quiescence phase. Optioneering studies are still ongoing to understand whether a new build Operational Waste Processing Facility is required on-site or whether this can be sited within existing buildings on the Hinkley Point B site. Should a new building be required for the OWPF, it would be subject to planning permission from Somerset Council under the Town and Country Planning Act 1990.

LLW produced from active area deplanting and deconstruction and waste processing in the Preparations for Quiescence phase will be processed, packaged and consigned from site from the Decommissioning Waste Processing Facility (DWPF). Our current assumption, which is subject to ongoing optioneering studies, is that the DWPF will be delivered at Hinkley Point B by construction of a new facility in the southern section of the site. A new-build DWPF will require planning permission from Somerset Council under the Town and Country Planning Act 1990. We currently don't anticipate being ready to submit a planning application for the DWPF for some years as we continue work to design the facility.

What will the Safestore look like?

The final design of the Safestore building is yet to be determined. Ongoing optioneering has suggested that there are some benefits of a reduced height Safestore structure, but this is only possible should it be practicable to remove plant from the upper part of the reactor building during the Preparations for Quiescence phase. Studies undertaken since the first consultation have found that there is not a large difference in visibility of a full height (65m) and reduced height (35m) Safestore from key receptors.

The ongoing Safestore optioneering has identified that an aluminium cladding would provide suitable stability and longevity for the Quiescence phase and minimise cladding maintenance activities during this period, but no choice on the final material to be used will be made until the detailed design stage. The works to convert the reactor building into the Safestore, including the type and appearance of any cladding, will be subject to the approval of Somerset Council as the local planning authority.

How will the decommissioning works affect traffic on local roads?

Where practicable, Heavy Goods Vehicle (HGV) movements will be minimised by utilising suitable material from demolition activities on-site as infill rather than bringing material to site, and by managing voids in the long-term through the Quiescence phase of decommissioning.

During the Preparations for Quiescence phase, we currently estimate that there will be less than 14 additional HGV movements a day on average for the first few years. Assuming the worst-case assumption that material needs to be imported to site to fill voids after the dismantling and decommissioning of the cooling water system and turbine hall, additional HGV movements will peak at approximately 30 HGV movements a day for the

middle period of the Preparations for Quiescence phase. This peak is anticipated to be in approximately 2034/2035. The peak in traffic flows associated with the Proposed Works will occur after traffic levels associated with Hinkley Point C construction are anticipated to have ceased. Anticipated vehicle trips associated with the decommissioning of Hinkley Point B will be low based on the information available at the time of writing and are considered to have a negligible impact on the local highway network.

There seems to be an overlap in programmes for the decommissioning of Hinkley Point B and the construction of Hinkley Point C. How will this impact traffic?

Wherever possible, suitable material generated from deconstruction will be re-used on site. Traffic associated with decommissioning is likely to be mostly related to the construction of the new buildings on site (up to two new waste processing buildings), removal of demolition materials not suitable for re-use on the site and construction materials and plant required to convert the Reactor Buildings into a Safestore for the Quiescence period.

Hinkley Point C is due to start operations on Unit 1 towards the end of the decade. By this time all the key construction works will have been completed. Whilst there will be further movements associated with deconstruction of construction facilities and final landscaping on the site, these movements are anticipated to be far less than those associated with the peak of Hinkley Point C construction.

There is likely to be some overlap between the first few years of Hinkley Point B decommissioning and the later stages of Hinkley Point C construction. Work is ongoing to understand the in-combination effects of these over-lapping years on traffic but works to date show traffic levels would not expect to reach levels previously experienced on the local highway network in recent years despite this overlap.

Views from the King Charles III England Coast Path are thought to be impacted. Why is this the case, considering Hinkley Point C construction works are underway?

There is the potential for localised and temporary significant adverse visual effects from the King Charles III England Coast Path (close to Stolford) and the areas of Open Access Land along the coastline to the east of Hinkley Point B. These temporary significant adverse visual effects may occur during the construction of the Safestore and eventual Safestore decommissioning. This is due to the extent of the horizontal field of view from these locations within which proposed works would take place, with clear views of activities occurring in the middle ground.

How will the Active Effluent Discharge Line impact ecological receptors in the Severn estuary?

During operations and defueling, treated radioactive effluent is released into the cooling water tunnel and discharged at the cooling water outfall along with cooling water from the station. This process is regulated by the Environment Agency under the Radioactive Substances Regulation (RSR) permit and all discharges are required to be assessed as ALARP (As Low as Reasonably Practicable). To provide a mechanism to continue discharges of treated radioactive effluent during decommissioning when the Cooling Water Pumps will have been turned off, new discharge arrangements may be required.

Whilst optioneering is ongoing, the worst-case of the options to provide a route for this discharge still under consideration will be assessed within the Environmental Impact Assessment for Decommissioning (EIADR) application. Preliminary conclusions suggest that the potential effects associated with an extended discharge line would be localised and temporary in nature, with a magnitude of change considered to be very low (and in line with natural variability). Whilst the fish community of the Severn Estuary has been

assigned an importance of ‘regional’ in nature, the magnitude of effects is considered to be low/very low, and the effects of the Proposed Works are anticipated to be not significant in nature. This conclusion is also reached for potential effects on marine mammals.

How will disturbance effects on protected species adjacent to the works be mitigated?

We will present an Environmental Management Plan (EMP), which will consist of a set of environmental mitigation, management and monitoring commitments. The Site Operator undertaking the decommissioning activities will apply the EMP during the decommissioning of Hinkley Point B.

Under the EMP, working practices and precautions will be put in place to manage disturbance related effects and avoid or reduce potential impacts on species and habitat including, but not necessarily limited to:

- Best practice dust management such as dampening of work areas, sheeting of stockpiles, and vehicle washing;
- Use of directional lighting for deconstruction activities to reduce lightspill; and
- Undertaking additional surveys to identify the presence of any protected species in advance of earthworks and/or demolition, obtaining any requisite Protected Species Licenses and implementing measures to mitigate effects on these species.

How can I provide further feedback as the proposals develop?

Feedback to this consultation will inform the development of the decommissioning proposals for Hinkley Point B as we prepare our EIADR application. Once the EIADR application has been submitted to the Office for Nuclear Regulation, members of the public and other interested parties will have the opportunity to make representations.

Further consents are likely to be required throughout decommissioning as the works progress. This will include planning applications to Somerset Council, Marine Licence applications to the Marine Management Organisation and Environmental Permit applications and variations to the Environment Agency as the site progresses towards and into deconstruction. These consenting processes will also provide an opportunity for you to provide comment on these parts of our proposals.

Who will make the final decision on the decommissioning proposals?

The Office for Nuclear Regulation, the UK’s independent regulator of the nuclear industry, will make the decision on whether to grant consent to the decommissioning project. We will submit an EIADR application to them, including an Environmental Statement which will provide an assessment of the environmental impacts of the decommissioning proposals. Approvals through other consenting regimes for other parts of the project, such as waste management buildings and the removal of marine infrastructure, will be required before those elements of the decommissioning proposals are commenced.

Appendix G5

Questionnaire/Feedback Form

Have your say on our plans to decommission Hinkley Point B nuclear power station

Consultation feedback form

EDF is consulting on its updated proposals for decommissioning Hinkley Point B power station in Somerset.

Decommissioning will involve dismantling and demolition of the plant and buildings on the Hinkley Point B site.

This consultation is your opportunity to express your views at a stage when our proposals are still under development and prior to our plans being submitted to the Office for Nuclear Regulation later this year.

We want as many people as possible to share their views on our proposals as part of this consultation.

How to respond to this consultation

This questionnaire is designed to help you give us your feedback on the proposals. You can respond to the consultation by:

- Completing this questionnaire online: **https://forms.office.com/e/zEbbuFs31B**
- Completing this questionnaire and returning it to **FREEPOST HINKLEY POINT B DECOMMISSIONING CONSULTATION**
- Completing this questionnaire and sending it by email to **HPBDecommissioning@edf-energy.com**

Responses must be received by 27 May 2024.

1. How would you describe your interest in the decommissioning of Hinkley Point B?

Please tick all that apply

- ☐ Local resident
- ☐ Local representative
- ☐ Landowner
- ☐ Local business owner
- ☐ Local interest group (if so please name) _____
- ☐ Other _____

2. To what extent do you agree with the approach to decommissioning Hinkley Point B?

Please tick one

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly Disagree

---

3. Do you have any comments on how the decommissioning plans have developed and the further information provided?

---

4. Do you have any comments on the preliminary findings of environmental assessments?

Optional information

5. If you would like to be kept updated on this project, please provide your contact details below (name, address, phone number, e-mail address)

6. Your age

Please tick one

- ☐ 0-19
- ☐ 20-39
- ☐ 40-59
- ☐ 60-79
- ☐ 80+

7. Occupation

Please tick one

- ☐ Student
- ☐ Part-time employed
- ☐ Full-time employed
- ☐ Retired
- ☐ Unemployed

Our consultation process

8. How informative did you find our consultation events and/or our consultation materials?

Please tick one

- ☐ Very informative
- ☐ Quite informative
- ☐ Not informative
- ☐ No opinion

9. Please rate how well this consultation was promoted and advertised to the public

Please tick one

- ☐ Very good
- ☐ Good
- ☐ Average
- ☐ Poor
- ☐ Very Poor
- ☐ Unsure

And finally...

Any comments received will be analysed by EDF and any of its appointed agents. Copies may be made available in due course to the Office for Nuclear Regulation and other relevant statutory authorities so that feedback can be considered as part of the process.

We will request that any personal details are not placed on public record and will be held securely by EDF and its agents in accordance with the data protection law and will be used solely in connection with the consultation process and subsequent application to the ONR and, except as noted above, will not be passed to third parties.

Responses may also form the basis of a Consultation Report that will accompany the application to the Office for Nuclear Regulation. Therefore, in providing any comment, it should be borne in mind that the substance of it may also be communicated to others as part of the Consultation Report. Names and personal contact information would not be shared as part of this process.

THANK YOU

Appendix H

Round 2 Promotional Materials

Appendix H1

Poster

Have your say on plans to decommission Hinkley Point B Power Station

Hinkley Point B stopped generating electricity in August 2022 after 46 years of service. Over the next few years, EDF will remove the remaining used fuel from the reactors. Working with the Nuclear Decommissioning Authority and their subsidiary Nuclear Restoration Services (formerly Magnox), plans are being prepared for the decommissioning of the nuclear power station. Decommissioning will involve dismantling and demolition of plant and buildings on the Hinkley Point B site.

As a result of ongoing environmental assessment work and feedback to our previous consultation last year, EDF can now provide further information on the decommissioning plans. We are holding a public consultation from **Monday 15 April to Monday 27 May 2024** to obtain your views as we progress towards finalising our environmental assessment of the decommissioning proposals which we intend to submit to the Office for Nuclear Regulation for approval later this year.

Learn about our plans and have your say at **www.edfenergy.com/hinkley-point-b** or at our public events:

Wembdon Village Hall, Homberg Way, Wembdon, Bridgewater TA6 7BY
Friday 19th April 2024, 3pm to 7pm

Stogursey Victory Hall, Tower Hill, Stogursey, Bridgewater TA5 1PR
Thursday 25th April 2024, 3pm to 7pm

If you would like more information you can contact us directly on **0800 915 3510** or email **HPBdecommissioning@edf-energy.com**

If you wish to read our documentation but are unable to attend one of our public events or access our website, we are providing reference copies of our documents at the following locations:

The Thomas Poole Library, Nether Stowey, Bridgwater TA5 1LN

Hinkley Point Visitor Centre, Cannington Court, Church Street, Cannington, Bridgwater TA5 2HA

Bridgwater Library, Binford Place, Bridgwater TA6 3LF

scan QR code to access website

Appendix H2

Letter

Friday 12th April

Dear Stakeholder

Re: Hinkley Point B Power Station Decommissioning Consultation

Hinkley Point B stopped generating electricity in August 2022 after 46 years of service. Over the next few years, EDF will be working closely with the Nuclear Decommissioning Authority and Nuclear Restoration Services (formerly Magnox) to develop proposals for decommissioning. Decommissioning will involve dismantling and demolition of plant and buildings on the Hinkley Point B site.

After a first consultation in October and November 2022 outlining our proposed decommissioning approach, we are again undertaking public consultation to provide a response to key feedback raised at this first consultation. It will also provide an update on the development of our decommissioning proposals and accompanying environmental assessment. This public consultation will run from **Monday 15th April to Monday 27th May**, seeking your views to help inform the decommissioning proposals. These proposals will require approval from the Office for Nuclear Regulation before decommissioning can proceed.

Public exhibitions providing information about the decommissioning proposals will be held as follows:

Wembdon Village Hall	Wembdon Village Hall Homberg Way Wembdon Bridgwater TA6 7BY	Friday 19 April 15:00-19:00
Stogursey Village Hall	Stogursey Village Hall 32 Tower Hill, Stogursey Bridgwater TA5 1PR	Thursday 25 April 15:00-19:00

We are running a virtual exhibition for those who may not be able to attend one of our events that will be accessible from our website: www.edfenergy.com/hinkley-point-b.

You can provide feedback to the consultation through the following channels:

- Online using the feedback form on our website www.edfenergy.com/hinkley-point-b
- Completing a paper feedback form, available at events and document deposit locations or on request using the contact details on this letter
- Emailing us at HPBDecommissioning@edf-energy.com

- Write to us at Freepost HINKLEY POINT B DECOMMISSIONING CONSULTATION

Please ensure that you have provided your feedback by **11:59pm** on **Monday 27th May.**

We hope that you will find the information useful. If you have any questions about this letter or the consultation, please contact us on 0800 915 3510 or email us at the above address.

Yours sincerely,

Teresa Tong

EDF Nuclear Decommissioning, Consents and Statutory Engagement Manager

Appendix H3

Newspaper advertisements

News

Gaza protest: four arrested

By **Amber Hill**
e **amber.hill@nqsw.co.uk**

THE four people who were arrested after Taunton's County Hall was damaged by paint have been released on bail whilst enquiries continue.

At around 7.50am on Thursday, April 4, police were called to the Grade II listed public building, which acts as Somerset Council's headquarters, where they discovered significant damage.

Two men and two women were arrested.

Earlier this year in March, activists covered the Block A of Somerset Council's County Hall in red paint and black graffiti reading 'Elbit out', 'Evict Elbit', and 'Blood on your hand.'

Palestine Action daubed the graffiti urging the council to evict the current tenant of the Aztec West 600 offices Elbit System, an Israeli-based defence contractor which had supplied the Israeli army with equipment since 1966.

Speaking after the arrests last week, an Avon and Somerset Police spokesperson said: "Four people were arrested today, Thursday, April 4, after County Hall in Taunton was damaged by paint.

"Police were called to the scene just after 7.50am and found significant damage.

Officers arrested two men, one in his twenties and one in his thirties, and two women one aged in her thirties and one in her seventies, just after 8.15am on suspicion of criminal damage.

"The four were subsequently further arrested on suspicion of locking onto a person.

"Specialist officers attended to assist in removing the detainees, who have since been transported to a custody unit, where they remain.

"If you saw or have any information which could help the investigation into the damage, please call 101 and give the reference 5224085382."x

A Somerset Council spokesperson said: "A further attack and criminal damage has been made against public property this morning which will inevitably result in additional costs at the public expense.

"We believe this incident relates to a legacy commercial investment which we have already agreed to dispose of.

"We have sought to engage protestors over their concerns but today's events show their preference to cause damage rather than engage in meaningful conversation.

"While we respect the right of individuals and groups to protest, we strongly condemn this style of protest damaging a Grade II listed public building."

Activists were arrested at the scene

Red paint was daubed over Somerset Council's offices

The four arrested have been released on bail

‘Traumatised’ woman found body in caravan

By STAFF REPORTER

A woman has been left traumatised after finding the decaying body of a sex offender wanted for murder - hiding in her caravan.

Nicky Kieley-Shier, 66, said she has had ‘daily flashbacks’ since discovering the body of missing criminal Richard Scatchard in Watchet, Somerset, at 2pm on Thursday, April 4.

The 70-year-old had been the subject of a police hunt over the murder of Kelly Faiers, 61, at his Minehead home on 15 October 2023.

Kelly and Scatchard had gone out the night prior, after meeting on a dating app but in the early hours of the morning Scatchard called paramedics to his home, reporting Kelly as critically ill. Paramedics pronounced Kelly dead at 4:15am.

Police spoke to Scatchard, but when they returned for further questioning the next day, he had disappeared - last officially sighted on 16 October in Watchet.

Nicky Kieley-Shier, of Taunton, Somerset, had locked up her caravan for the winter and on Thursday, made the trip to Watchet to get it ready for summer.

Upon opening the door to the vehicle, Nicky felt uneasy, quickly noticing a foul smell. She noticed a body on the floor, in the early stages of decomposition who she later recognised as sex offender Scatchard.

Nicky Kieley-Shier, 66, has reported suffering “daily flashbacks” after finding the body of a wanted sex offender who had been hiding in her caravan (Nicky Kieley-Shier/SWNS)

“The caravans are locked up for the winter, so I was going down to set mine up and get it all ready,” said Nicky.

“When I opened it up, I bent down to open up the other latch, and then I saw a head and shoulders sticking out from underneath the seating cushions. I shut the door – I couldn’t believe what I’d just seen, but I knew it was a dead body. I got into my car and called the police and they were there within a short time.

“They asked me if I knew the bloke, and I said no. They didn’t know it was a wanted man to start with either.”

Nicky spoke to a friend about the situation - who quickly informed her of Scatchard’s disappearance.

She added: “They said there was a bloke on the run and the last time he was seen was in Watchet.”

A forensic post-mortem examination of Scatchard’s body proved inconclusive in determining the cause of death, though police say it is “apparent Scatchard died some time ago.”

But the discovery has taken a toll on Nicky, who says she now experiences daily flashbacks to the sight of the body.

Police launched several high profile appeals and CCTV in a bid to trace him after describing him as “dangerous”.

He was last seen in West Somerset on Monday October 16 and despite dozens of reported sightings none were confirmed as him.

He was wanted on a recall to prison alongside cops seeking him in connection with the murder probe of Ms Faiers.

Avon and Somerset Police said previously Scatchard was considered a risk to the public, specifically women he forms relationships with. He is a regular user of dating apps and has previously been convicted of sexual offences in which he drugged his victims to enable his crimes.

■ See story, page 7

Anniversary scroll for RNLI

A COMMEMORATIVE scroll created for the 200th anniversary celebrations of the Royal National Lifeboat Institution (RNLI) is being brought to West Somerset in a relay journey around the country.

The ‘Connecting our Communities’ relay will stop at Minehead RNLI station on Saturday, April 20, when local lifeboat crews will sign it.

Visitors will be welcomed between 12 noon and 4 pm, to enjoy poetry readings and shanty singing.

The afternoon will also feature the release of former Minehead lifeboatman Chris Rundle’s new book ‘There for those in Peril’ charting the history of the town’s RNLI.

The bamboo paper scroll contains the RNLI’s ‘One Crew’ pledge, in which the charity promises its commitment to saving without judgment every person it can, staying true to Sir William Hillary’s vision when he founded the institution in 1824.

It started its route at a service of thanksgiving in Westminster Abbey on the 200th anniversary on March 4 and will travel through every RNLI region before ending its journey in Douglas, on the Isle of Man, former home of Sir William.

An RNLI spokesperson said: “No matter how you help save lives at sea, whether you are a selfless volunteer or a kind supporter, we would love for you to get involved.

“Come and see the scroll up close at an event near you, and see lifesavers sign the pledge on behalf of their communities.

“By passing this pledge from one incredible community to the next, we hope to inspire the next generation of lifesavers.”

New theatre space wants to extend opening hours

THE owner of a new live entertainment venue in West Somerset is challenging restrictions on its opening hours and a ban on amplified music just two months since it won planning permission.

Watchet Radio Museum owner Neil Wilson was given consent in January to convert the former Anchor Inn public house function room and skittle alley into a functions and activities space and a 120-seat performing arts venue.

He bought the former pub about 10 years ago after moving the radio museum from Tropiquaria, Washford Cross.

When he applied for a change of use planning application he said Watchet lacked a suitable venue for small theatre productions and local amateur groups and envisaged it might also be hired by touring professional companies.

He said at the time he was not proposing to hold music events because there were other venues which served the town.

But now, Mr Wilson has put in a new planning application to vary conditions that his venue closes by 10 pm daily and does not permit amplified music.

Mr Wilson said the conditions were ‘restrictive’ and would prohibit theatre performances which had an interval and ‘get in’ and ‘get out’ times for sets and equipment.

He instead proposed closing at 11 pm on Monday to Wednesday and midnight on Thursday through to Saturday and said visitors would be asked to leave the premises ‘quietly, and to refrain from any loud noise’.

Watchet Radio Museum has won permission to open a performing arts theatre in the former function room and skittle alley. PHOTO: Neil Wilson.

Mr Wilson said he objected to the amplified music ban because it was not intended that there would be any loud bands rehearsing, only sound emitted in support of shows.

He said the main entrance door had a porch added to it to reduce noise leakage and light and sound proofing material would be fitted to the two roof windows.

Watchet town councillors at the time supported bringing the building back into use for a function room and skittle alley but expressed reservations about some of Mr Wilson’s proposed uses because of potential disturbance to neighbouring houses.

Somerset Council, which will determine the application, is asking for any public comments to be submitted by April 25.

Report says school needs to improve

A PRIMARY school near Bridgwater has maintained its Ofsted rating of 'good', but issues uncovered at a recent inspection mean this could be subject to change.

Westonzoyland Community Primary School & Pre-School was rated 'good' in 2015, after only being rated 'satisfactory' and 'requires improvement' since first opening.

At the latest 'ungraded' inspection, Ofsted found that the school's rating may have decreased, if a graded inspection had been carried out – in turn prompting a graded inspection within the next one to two years.

Regardless of this, the inspection found pupils enjoy attending the school, and feel 'happy and safe' thanks to trusted adults whom they form 'positive and warm' relationships with.

Westonzoyland Community Primary was also commended for its focus on developing pupils' attitudes to

By **Jamie Grover**
e **jamie.grover@newsquest.co.uk**
x **@jamiegrover9**

learning, and wider range of recently introduced extra-curricular clubs.

However, Ofsted did note in the report that 'the quality of education the pupils receive is not helping them to build their knowledge well across the curriculum'.

"The legacy of a poorly designed curriculum means that pupils have gaps in what they know and remember," the inspector wrote.

"The recent work to develop a well-designed and sequenced curriculum is in its infancy for many subjects. It is too early to measure the impact."

Despite 'turbulence in staffing' over the past 12 months, Ofsted felt the newly appointed headteacher had brought

Westonzoyland Community Primary School. Image: Google

'stability, ambition and clarity' to the school.

In addition to this, gaps in pupils' knowledge and a lacking 'quality of education' were recognised, but so was the school's ongoing efforts to highlight and tackle these issues.

In particular, Ofsted noted the primary school's focus on developing reading and mathematics, and support for SEND pupils.

Reflecting further on the curriculum, which appears to be the main problem at Westonzoyland Community Primary, the inspector wrote: "Overtime, pupils have experienced a disjointed curriculum.

"Pupils have gaps in their knowledge in many subjects. The school is taking action to address this. However, the key knowledge they want pupils to know and remember is not yet identified clearly enough. This means that pupils do not build knowledge well.

"The curriculum is not always implemented as intended by the school. At times, teachers do not choose resources or activities that are matched well to what pupils need to learn. This creates misconceptions and gaps in pupils' knowledge persist."

NEWS IN BRIEF

A&E arrivals

FOUR in five people who arrived at accident and emergency at the Somerset Trust were seen within four hours last month, new figures show – surpassing the Government's latest NHS target.

Last year, the Government announced a two-year plan to stabilise NHS services which set a recovery target of 76 per cent of patients being seen within four hours by March this year. The original NHS standard is 95 per cent.

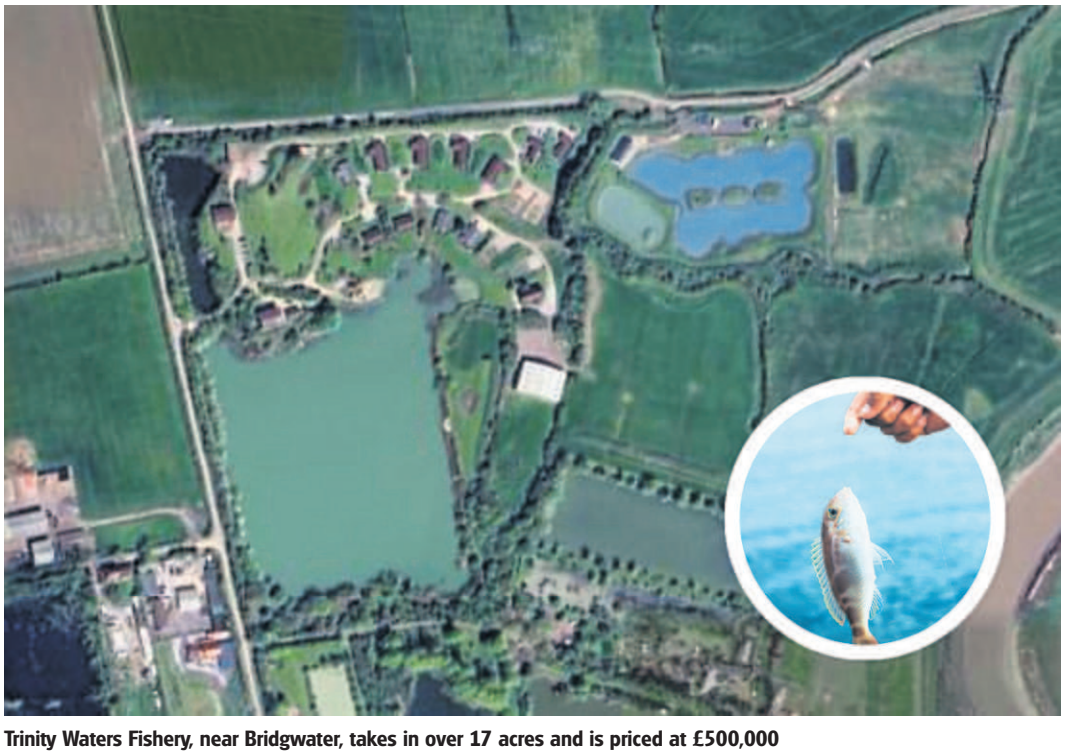
NHS England figures show there were 23,604 visits to A&E at Somerset NHS Foundation Trust in March. Of them, 18,783 were seen within four hours – accounting for 80 per cent of arrivals.

It means the trust met the recovery target but fell short of the NHS standard.

Across England, 74 per cent of patients were seen within four hours. It was an improvement from 71% the month before, but the target was missed.

Figures also show 42,968 emergency admissions waited more than 12 hours in A&E departments from a decision to admit to actually being admitted.

Angling complex for sale



Trinity Waters Fishery, near Bridgwater, takes in over 17 acres and is priced at £500,000

PART of a huge fishing complex situated just north of Bridgwater has gone up for sale.

Trinity Waters Wildmarsh site, part of Trinity Waters in Chilton Trinity, has just gone on the market with an asking price of £500,000.

The 17.1 acre site comprises three established coarse and carp fishing lakes, as well as an area made up of former stock ponds and wetland.

Since 2009, Trinity Waters has been run by the same family, and has built a reputation as one of the best coarse fisheries in the south west.

A spokesperson for Fenn Wright Rural and Fisheries said: "The three lakes are fed by a combination of groundwater and rainwater, with an outlet to the Wildmarsh drain.

"The water area from the three main lakes extends to approximately 8.5 acres with additional ponds and wetland."

The site also benefits from a large car park, along with a smaller, second car park, and nearby toilet facilities.

Appendix H4

Digital Advertising

EDF
10 April ·

In 2022 #zerocarbon generation ended at #HinkleyPointB #nuclear power station in #Somerset after 46 years. We know #decommissioning is an important job. That's why we're carrying out a second public #consultation on the station's decommissioning approach. We'll be holding a 6-week consultation from 15 April – 27 May. Find out more on our web site.

EDFENERGY.COM

Take part in Hinkley Point B's second public consultation

Learn more

Hinkley Point B is a nuclear power station near Bridgwater in Somerset. The ...

EDF
10 April ·

In 2022 #zerocarbon generation ended at #HinkleyPointB #nuclear power station in #Somerset after 46 years. We know #decommissioning is an important job. That's why we're carrying out a second public #consultation on the station's decommissioning approach. We'll be holding a 6-week consultation from 15 April – 27 May. Find out more on our web site.

EDFENERGY.COM

Take part in Hinkley Point B's second public consultation

Hinkley Point B is a nuclear power station near Bridgwater in Somerset. The ...

Learn more


Reels
Take part in Hinkley Point B's second public ...
EDF
We're consulting on
decommissioning
Hinkley Point B
Get involved
55
33
1
EDF
In 2022 #zerocarbon generation end... more
Send
Learn more
Sponsored
Add a comment

Appendix I

Responses to feedback received - Round 2

ID	Respondent	Issue Raised	Response from EDF
Consultation			
CN01	Somerset Council	Concern that insufficient detail has been provided in the consultation document, particularly in relation to the traffic and transport assessment.	Consultation documents shared at the Round 2 consultation provided a non-technical overview of the decommissioning proposals and a summary of the preliminary findings of environmental assessments. We will continue to engage with Somerset Council ahead of the EIADR submission and will provide further information with regard to the traffic and transport assessment.
CN02	Somerset Council	Concern that the Consultation Document provides insufficient detail to make informed comments about the impacts on vulnerable users of the path and road network.	Consultation documents shared at the Round 2 Consultation provided a non-technical overview of the decommissioning proposals and a summary of the preliminary findings of environmental assessments. Further information can be found in **Chapter 14: Traffic and Transport** of the **Environmental Statement**.
CN03	Somerset Council	Concern that no cumulative impacts were referenced within the Consultation Document.	Chapter 21 of the Environmental Statement presents the Cumulative Effects Assessment of the Proposed Works. Two types of cumulative effects have been considered within the Cumulative Effects Assessment: Intra-project effects and inter-project effects. Further information can be found in **Chapter 21: Cumulative Effects Assessment** of the **Environmental Impact Assessment**.
CN04	Somerset Council	Concern that the Consultation Document does not address whether a masterplan approach to the decommissioning plans for both HPA and B sites has been considered.	Thank you for your comment, this is noted. The development of a masterplan approach or a 'Consenting Strategy' is outside the scope of the HPB EIADR consent application. The comment has been shared with NRS for further consideration.

ID	Respondent	Issue Raised	Response from EDF
CN05	Somerset Council	Request for clarification on what is meant by "Hinkley Nuclear Complex", referred to in the Consultation Document.	Hinkley Point Complex is the collective name for Hinkley Point A, Hinkley Point B and Hinkley Point C. There is no intention to package Higher Activity Waste from HPC at HPA.
CN06	Somerset Council	Concern that the Consultation Document was only focussed on statutory compliance and did not reference innovation or best practice.	Consultation documents shared at the Round 2 Consultation provided a non-technical overview of the decommissioning proposals and a summary of the preliminary findings of environmental assessments. Further information on best practice can be found within the Environmental Statement.
Decommissioning			
DA01	Somerset Council	Suggestion that a 'Consenting Strategy' could be prepared as an alternative to a master-planning approach.	Thank you for your comment, this is noted. The timeframe for the proposed decommissioning works is presented in **Chapter 2: Project Description** of the **Environmental Statement**. Further information will be issued as part of the detailed design phase. EDF will continue to engage with Somerset Council and key stakeholders.
DA02	Member of the public	Suggestion that EDF can find a better approach to decommissioning.	The indicative plans and programme for the decommissioning of Hinkley Point B is based on our best understanding of what will be required to reach Final Site Clearance and is underpinned by years of planning and feasibility work and knowledge of the AGR fleet. However, defueling and decommissioning will be a complex job over a long period of time.
Engagement			
EG01	Somerset Council	Encouraged early engagement with Somerset Council Planning Service, specifically in relation to the engineering works which may require planning consent.	Thank you for your comment, this is noted. A preliminary technical engagement meeting covering waste was held with Somerset Council 12 June 2024. The Applicant will continue to

ID	Respondent	Issue Raised	Response from EDF
			engage with Somerset Council Planning Service in relation to the Proposed Works.
EG02	Somerset Council	Request for engagement ahead of the Safestore application.	Thank you for your comment, this is noted. We will continue to engage with Somerset Council on this matter.
EG03	Somerset Council	Request for further engagement with Somerset Council, particularly with regard to highways.	Thank you for your comment, this is noted. We will continue to engage with Somerset Council to discuss comments raised with regards to Highways.
EG04	Somerset Council	Request that Somerset Council can comment once the marine and terrestrial ecology assessment has been published.	Further information on the marine and terrestrial ecology assessment can be found in **Chapter 8: Terrestrial Biodiversity and Ornithology** and **Chapter 9: Marine Biodiversity** chapters of the **Environmental Statement**. Once the EIADR application has been submitted, the ONR will hold a period of consultation. The ONR will invite comments on the environmental statement in order to inform their decision on the EIADR consent.
EG05	Maritime and Coastguard Agency	Comment that the Maritime and Coastguard Agency is interested in the Project and requested they are kept informed as the project progresses.	Thank you for your comment, your interest in the Project is noted. We will keep the Maritime and Coastguard Agency informed, as the Project progresses.
EG06	Somerset Council	Request for pre-application engagement with Somerset Council Planning Service ahead of the submission of any planning application for infrastructure for the management of radioactive waste.	Thank you for your comment, this is noted. We will liaise with the council at the appropriate time, in advance of any further applications.
EG07	Somerset Council	Request for pre-application engagement with Somerset Council ahead of the developments required to support the decommissioning activities, once details of infrastructure required has been confirmed.	Thank you for your comment, this is noted. We will continue to engage with Somerset Council on this matter.

ID	Respondent	Issue Raised	Response from EDF
EG08	National Highways	Request for pre-application discussions with National Highways.	Thank you for your comment. We will engage with National Highways, ahead of the EIADR application.
EG09	NATS Safeguarding	Considered they may be consultees in respect of the Proposed Works and would be happy to advise on whether they require further consultation once outline proposals are received.	Thank you for your comment, there will be opportunity for further engagement as the project progresses, including a public consultation hosted by the ONR.
Environment			
EN01	Somerset Council	Consideration should be taken during the removal of buildings and consequently any new development on the Site of how this may affect the surface water flow paths which may result in changes as to how the surface water enters the existing drainage network at certain points.	There are no surface water flow paths crossing the Works Area boundary leading to there being no impacts from the proposed works to the receptors. Following good practice outlined in the Environmental Management Plan will ensure there are minimal alterations to surface water flow paths. Further information can be found in **Chapter 11: Surface Water and Flood Risk** of the **Environmental Statement**.
EN02	Somerset Council	Suggestion that for any new development, assessment should be carried out to ensure the existing drainage network has capacity.	Thank you for your comment, this is noted. The existing drainage network will be assessed if required, at the appropriate time.
EN03	Somerset Council	Suggestion that pollution control for surface water must be considered for both the removal and construction of buildings before it enters the drainage network.	The decommissioning work on-site will follow good industry practices. In addition, the appointed contractors will be required to adhere to pollution prevention measures identified in the outline Environmental Management Plan. Further information can be found in **Chapter 11: Surface Water and Flood Risk** of the **Environmental Statement**.
EN04	Somerset Council	Request to ensure that any works do not bring any harm to any of the wildlife features within the wildlife designation zones.	An assessment of the effects of the Proposed Works on terrestrial biodiversity and ornithology has been undertaken. This includes the assessment of effects on birds. freshwater and marine environment. **Chapter 8: Terrestrial**

ID	Respondent	Issue Raised	Response from EDF
			biodiversity & ornithology of the **Environmental Statement** presents the findings of this assessment, which includes consideration for internationally important wildlife designations. Further information can be found in **Chapter 8: Terrestrial biodiversity & ornithology** of the **Environmental Statement**.
EN05	Somerset Council	Reminder that a 10% minimum provision of Biodiversity Net Gain will be required by law for various works of either demolition of existing structures, building new facilities or cladding of existing buildings.	Thank you for your comment, this is noted. EDF will consider Biodiversity Net Gain as required, at the appropriate time.
EN06	Somerset Council	Request to minimise light pollution, for works of either demolition of existing structures or building new facilities.	HPB has operated a 24-hours a day, seven days a week operational working pattern through operations and subsequently defueling. During the Preparations for Quiescence phase, working hours will change to represent the different types and nature of ongoing activities on the Site. Whilst some aspects of active area deplanting may necessitate the need for maintaining shift working, the majority of the Proposed Works, such as conventional deplanting and deconstruction and Safestore construction, will be limited to normal working hours between 07:30 and 18:00 hours Monday to Friday. During the Quiescence phase, works on Site would be infrequent. However, it is anticipated that any site monitoring or maintenance works would also be focused within normal working hours. During Final Site Clearance, it is likely the majority of works would be focused during normal working hours, although some shift working may be required.
EN07	Somerset Council	Request to see light spill plans in order to demonstrate minimum light pollution to the surrounding sensitive wildlife areas.	

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			The existing night-time illumination within the Site consists mainly of internal lights within the transparently clad parts of the Reactor Building and Turbine Hall, together with low level 'street' lights. During the Preparation for Quiescence phase, additional lighting may be necessary at the start and end of the working day during the winter months. Use of such lighting will be at the discretion of the relevant Site Supervisor, to ensure the provision of a safe working environment. Compared to the current night-time illumination at the Site, any visual difference from this temporary additional lighting will be negligible and in-line with lighting that has been occasionally required during station outages during operation. Consideration will be given to the use of directional lighting to minimise any light spill when any further on-site lighting is required for the works. Further information can be found in **Chapter 2: The Decommissioning Process** of the **Environmental Statement**.
EN08	Somerset Council	Suggestion that an Environmental Management Plan will be key, and request that the Local Planning Authority are involved with the production of the document.	An outline Environmental Management Plan will be submitted as part of the EIADR consent application.
EN09	Somerset Council	Suggestion that the Environmental Management Plan will be key for dealing with Air Quality, Noise and Vibration issues.	
EN10	Somerset Council	Suggestion that the HPB decommissioning works need to be placed in the context of other major construction happening nearby, specifically at HPC.	As construction works have already commenced on Hinkley Point C, these works have been included within the project baseline. A Cumulative Effects Assessment has also been

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			undertaken. Chapter 21 of the Environmental Statement presents the Cumulative Effects Assessment (CEA) of the Proposed Works. Two types of cumulative effects have been considered within the CEA: Intra-project effects and inter-project effects. Further information can be found in **Chapter 21: Cumulative Effects Assessment** of the **Environmental Statement**.
EN11	Somerset Council	Content that no Environmental Health issues can be foreseen.	Thank you for your comment, this is noted.
EN12	Somerset Council	Suggestion that the Landscape and Visual assessment should have chosen a viewpoint close to the HPB station.	An additional viewpoint close to the HPB station has been included in the Landscape and Visual assessment. Further information can be found in **Chapter 14: Landscape & Visual Impact Assessment** of the **Environmental Statement**.
EN13	Somerset Council	Request to include a viewpoint from the King Charles III England Coast Path within the Landscape and Visual assessment.	
EN14	Somerset Council	Content with the approach taken for Historic Environment, as detailed in the Consultation Document.	Thank you for your comment this is noted. Further information on the approach taken for Historic Environment can be found in **Chapter 13: Historic Environment** of the **Environmental Statement.**
EN15	Somerset Council	Consideration that the construction of HPB is very likely to have removed (or at least seriously impacted) any buried archaeology on the site itself as identified by the Desk-based assessment.	It is noted that South West Heritage view that buried archaeology on Site is very likely to have been removed during the original construction of HPB. The assessment reported in **Chapter 13: Historic Environment** of the **Environmental Statement** has considered the impact of the Proposed Works on the HPB buildings as a non- designated heritage asset. In addition, as set out in **Table 13.6**, building recording is proposed to allow for the identification and recording of buildings within the Works Area prior to Preparations for Quiescence phase.

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EN16	Somerset Council	Suggestion that the HPB structure should be recorded, in line with the National Planning Policy Framework (NPPF) (paragraph 211).	The nuclear decommissioning process requires dismantling and demolition of systems, components and buildings on site to the point that it no longer requires measures for radiation protection. This includes the non-designated heritage asset HPB buildings. An overview of national policy specific to decommissioning is provided in **Chapter 4: Policy and Legislation Overview** of the **Environmental Statement**. However, the nuclear decommissioning policy documents do not provide specific reference to heritage. Therefore, the NPPF, whilst not the primary policy document for this application, is a material consideration and has been used to inform the assessment of likely effects of the Proposed Works. The assessment reported in **Chapter 13: Historic Environment** of the **Environmental Statement has** considered the impact of the Proposed Works on the HPB buildings as a non-designated heritage asset.
EN17	Somerset Council	Agree that the protocol for Archaeological Discovery (PAD) is a reasonable response for archaeological or palaeontological discoveries made during the proposed works.	Thank you for your comment. It is noted that South West Heritage view that a PAD is acceptable.
EN18	Somerset Council	Request to ensure other projects in the area, including the two nationally significant infrastructure projects, are considered within the Environmental Statement.	Chapter 21 of the Environmental Statement presents the Cumulative Effects Assessment of the Proposed Works. This includes consideration of the two nationally significant infrastructure projects in the area. Two types of cumulative effects have been considered within

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			the Cumulative Effects Assessment: intra-project effects and inter-project effects. Further information can be found in **Chapter 21: Cumulative Effects Assessment** of the **Environmental Impact Assessment**.
EN19	Member of the public	Concern that the decommissioning process is too long.	Decommissioning of Hinkley Point B nuclear power station will be a complex project over a long period of time. The indicative plans and programme for the decommissioning of Hinkley Point B is based on our best understanding of what will be required to reach Final Site Clearance and is underpinned by years of planning and feasibility work and knowledge of the AGR fleet.
EN20	Member of the public	Concern that three decommissioned nuclear power stations will spoil the coast for 50+ years.	Thank you for your comment, this is noted. Further information on impact on landscape can be found within **Chapter 14: Landscape and Visual Impact Assessment** of the **Environmental Statement.**
EN21	Member of the public	Concern that there will be a landscape and visual impact as a result of the interim storage building.	The difference in height scenarios was not considered to make a substantial change to the wider visibility of the Safestore from key receptors due to the presence of existing topography and landform. Further information can be found within **Chapter 14: Landscape and Visual Impact Assessment** of the **Environmental Statement.**
General			
GE01	NATS Safeguarding	No impact from the decommissioning of Hinkley Point B is anticipated.	Thank you for your comment, this is noted.
GE02	Somerset Council	Suggestion that national and local planning policies will need to be considered when making preparations for the development of waste management infrastructure.	Thank you for your comment. We will ensure the appropriate national and local policies are followed at the appropriate time.

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GE03	Somerset Council	Suggestion that a Construction Management Plan and Travel Plan would be useful.	An outline Construction Transport Management Plan will be submitted as part of the EIADR consent application.
GE04	Somerset Council	Reminder that EDF must receive prior approval before any work commences at the Site.	Thank you for your comment, this is noted.
GE05	Somerset Council	Suggestion that any planning applications submitted would need to consider policies set out in the Adopted West Somerset Local Plan.	Thank you for your comment, this is noted. We will ensure the appropriate policies as set out in the Adopted West Somerset Local Plan are considered at the appropriate time.
GE06	Somerset Council	Suggestion that DM9 is the relevant policy within the Waste Core Strategy.	Thank you for your comment, this is noted. We will ensure DM9 is considered at the appropriate time.
GE07	Stogursey Parish Council	Suggestion that there is no concern in relation to the proposed works.	Thank you for your comment, this is noted.
Information request			
IR01	Somerset Council	Request for a Construction Management Plan to be shared with Somerset Council.	An outline Construction Transport Management Plan will be submitted as part of the EIADR consent application.
IR02	Somerset Council	Request to see the Environmental Management Plan.	An outline Environmental Management Plan will be submitted as part of the EIADR consent application.
Quiescence Phase			
QP01	Stogursey Parish Council	Understanding that the current height of the Reactor Building may need to be retained during the Quiescence phase.	The visual assessment is based on current understanding and worst-case scenario, and that the decommissioning strategy will continue to be reviewed as appropriate.
QP02	Somerset Council	Concern about the use of aluminium cladding for the Safestore, and the visual impact this may have.	The Project has assumed that the aluminium cladding used on the Safestore will be coated. It is assumed the cladding will be coated a light grey colour e.g. goosewing grey or similar, which is similar to the existing landscape setting. Further information can be found in **Chapter 14:**

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			Landscape and Visual Impact Assessment of the **Environmental Statement**.
QP03	Somerset Council	Concern that the Safestore will be positioned on a rock strata (Blue Anchor Formation) which does not provide the highest seismic qualification level.	Your comment has been noted and will be considered as part of the Safestore design assessment.
QP04	Somerset Council	Request for the rock strata which the Safestore will be positioned is checked.	
Socioeconomics			
SE01	Somerset Council	Request for the Site Licensee companies of Hinkley Point to be involved with the development of the new Somerset Council economic strategy.	Thank you for your comment, this is noted. We will continue to engage with Somerset Council.
SE02	Somerset Council	Request for EDF to engage with National Grid in trying to encourage alternative use of the grid capacity.	We will engage with National Grid on this matter, at the appropriate time.
Traffic and Transport			
TR01	Somerset Council	Request for non-car users to be considered within the Traffic and transport assessment.	**Chapter 16: Traffic and Transport** of the **Environmental Statement** includes a review of the baseline environment with respect to traffic and transport and includes details of non-motorised users within the Study Area. There are no Public Rights of Way (PRoW) identified within vicinity of the Works Area which are likely to be directly impacted by the Proposed Works, however, in the wider Study Area, there are PRoW that intersect road links along the preferred route and King Charles III path Brean to Minehead National Trail is temporarily diverted to facilitate the construction of HPC. However, as traffic flows, at peak, will result in less than a 10% change compared to baseline levels, it was considered that effects on Non-Motorised Users (NMUs) were not likely and therefore not considered further.

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TR02	Somerset Council	Concern that Public Rights of Way may come into conflict with the associated traffic, as a result of the proposed works	A desk-study has been undertaken to identify PRoW within the study area which may need to be closed or diverted (temporarily or permanently) to manage any potential conflict between non-motorised users and development generated traffic. Based on the current baseline, there are no PRoWs identified within vicinity of the Works Area which are likely to be impacted by the Proposed Works, however, in the wider Study Area, there are PRoW that intersect road links along the preferred route and King Charles III path Brean to Minehead National Trail is temporarily diverted to facilitate the construction of HPC. Further information can be found in **Chapter 16: Traffic and Transport** of the **Environmental Statement**.
TR03	Somerset Council	Request for further information on how traffic movements will be managed.	As set out in the Construction Traffic Management Plan, the Site Licensee will consider assigning a Transport Co-ordination Officer (TCO) to govern traffic movements associated with the Proposed Works as appropriate.
TR04	Somerset Council	Request for further detail to review conclusions provided in the Consultation Document.	**Chapter 16: Traffic and Transport** of the **Environmental Statement** presents an assessment based on the worst-case scenario. As HPC has been in construction since 2017, traffic associated has been factored into the baseline traffic flows.
TR05	Somerset Council	Concern that the cumulative impacts of HPA and HPC have not been considered within the Traffic and Transport assessment.	**Chapter 16: Traffic and Transport** of the **Environmental Statement** presents an assessment based on the worst-case scenario. As HPC has been in construction since 2017,

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			traffic associated has been factored into the baseline traffic flows.
TR06	Somerset Council	Request for further engagement with Somerset Council to discuss the future use of the Bridgwater railhead.	Thank you for your comment, this is noted. We will discuss with Somerset Council at the appropriate time.
TR07	Somerset Council	Suggestion that the Council will revisit the potential to provide permissive access on the Hinkley Point site.	Thank you for your comment, this is noted. We will continue to engage with Somerset Council on this matter.
TR08	Somerset Council	Suggestion that an increase in traffic related movements over Wick Moor Drove will impact on the safety of the crossing point for walkers, cyclists and equestrians. A controlled crossing may be required, and funding to ensure any impacts are appropriately mitigated.	Wick Moor Drove was agreed to be scoped out in the assessment. Further information can be found in **Chapter 14: Traffic and Transport** of the **Environmental Statement**.
TR09	National Highways	Recognition that traffic routes associated with the decommissioning proposals impact M5 Junction 24 and M5 Junction 23.	The preferred route for the traffic associated with the Proposed Works is the Northern Route (Route 1); however, for robustness, the traffic and transport assessment has assessed both routes. Further information can be found within the **Chapter 16: Traffic and Transport** of the **Environmental Statement**.
TR10	National Highways	Request for discussion on the scoping of the traffic and transport assessment.	Thank you for your comment. We will continue to engage with National Highways, as the project progresses.
TR11	National Highways	Request to ensure other projects in the area, including HPC and Gravity, are considered within the traffic and transport assessment	**Chapter 16: Traffic and Transport** of the **Environmental Statement** presents an assessment based on the worst-case scenario. As HPC has been in construction since 2017, traffic associated has been factored into the baseline traffic flows.
TR12	National Highways	Request for further engagement with National Highways, so that they can ensure outputs appropriately consider SRN interests and assessment assumptions are suitable.	Thank you for your comment. We will continue to engage with National Highways, as the project progresses.

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TR13	National Highways	Request for a Construction Management Plan to be shared with National Highways.	An outline Construction Transport Management Plan will be submitted as part of the EIADR consent application.
Waste Management			
WM01	Somerset Council	Agreement that the majority of wastes produced during decommissioning will be non-radioactive, or conventional waste.	Thank you for your comment, this is noted. An assessment of material and resource use has been carried out. This assessment is presented in **Volume III, Appendix 19A** of the **Environmental Statement**.
WM02	Somerset Council	Suggestion that guidance will need to be considered for on-site disposal of suitable "low level" and "very low-level radioactive waste" on nuclear and decommissioned sites.	On-site disposal of low-Level Waste does not currently form part of the decommissioning proposals at the Site. If the decommissioning strategy changes, we will seek relevant permissions where required.
WM03	Somerset Council	Suggestion that EDF consider whether any existing facilities at the Hinkley Point A site could be used as an Operational Waste Processing Facility and a Decommissioning Waste Processing Facility.	Optioneering in relation to the Operational Waste Processing Facility (OWPF) and a Decommissioning Waste Processing Facility (DWPF) is ongoing, and the Applicant is looking at a range of alternatives including reuse of buildings/facilities. If a new facility is required, permissions will be sought where required. The Applicant will continue to review options and engage with Nuclear Restoration Services (NRS) in relation to available locations within Hinkley Point A and Hinkley Point B. As this optioneering is ongoing, for the purposes of this EIA and to ensure a reasonable worst-case assessment is considered, it is assumed that new facilities for the DWPF and OWPF will be required.
WM04	Somerset Council	Suggestion that shared waste facilities between HPA and HPB may be more sustainable and may reduce costs.	
WM05	Somerset Council	Suggestion that HPA only has planning permission to encapsulate and store its own nuclear waste.	Thank you for your comment, this is noted. We will continue to engage with Somerset Council on this matter.

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WM06	Somerset Council	Request for EDF to ensure the Interim Storage Facility at the Hinkley Point A site is available for storage in the longer term.	Thank you for your comment, this is noted.