

BRADWELL B

Stage One - Questionnaire



How to respond to this consultation

Stage One consultation will run for 12 weeks from 4th March to 27th May 2020.

To learn about our proposals:



Read the **Stage One Consultation Summary Document**



Attend our exhibitions



Find out more detail in the **Stage One Consultation Document**



Check out the website: www.bradwellb.co.uk



Call **01621 451 451** during normal office hours



Follow us on twitter [@CGNBradwellB](https://twitter.com/CGNBradwellB)

Respond to the consultation:



Post your written responses to **Freepost - Bradwell B Consultation**
(no stamp or further address required)



Email your comments to: feedback@bradwellb.co.uk



Complete a questionnaire at: www.bradwellb.co.uk
or in hard copy and post it to our freepost address



Call **01621 451 451** during normal office hours

Following Stage One consultation, we will consider all responses and feedback we have received and use it to inform the development of our proposals. We will then share our proposals and preferred options in a Stage Two consultation.

We are inviting comments from local communities, including all those living in, working in, or otherwise using, the local area around the Bradwell B site and associated development site options or search areas.

We also welcome feedback from all organisations with an interest, as well as from landowners who may be affected by the proposals.

Welcome to the Stage One consultation on proposals for a new nuclear power station, Bradwell B, and associated development required to enable construction and operation. Your views are important to the development of our proposals and, along with further technical work and environmental assessment, will help shape future plans.

This questionnaire has been designed to be answered having read the information in our Stage One Consultation Summary Document, which is available in hard copy at:

- consultation exhibitions (where the documents are also available to take away on USB memory sticks); and
- at local libraries, town halls and other locations.

You can also read the consultation documents - including the Stage One Consultation Document and Stage One Consultation Summary Document - and answer the questionnaire online at bradwellb.co.uk.

This questionnaire invites feedback on our strategies and proposals, including options. You are welcome to answer as many or as few of the questions as you like. Alternatively, if you would prefer to provide an overall comment, please only answer Question 1. Additional sheets may be added in order to make comments, but please remember to mark relevant question numbers clearly. All page and figure references within this questionnaire relate to the Stage One Consultation Summary Document.

Please note that you can also provide your feedback by writing to us. You do not need to submit a completed questionnaire as your official response. To return this questionnaire, or any other written response, please post it to Freepost Bradwell B Consultation (no stamp or further address required).

All feedback for the Stage One consultation must be received by 27th May 2020.

About you

If you'd prefer your comments to be anonymous, please provide us with your postcode so we can understand where you live in relation to the proposed power station.

Name: **Gavin Rowsell**

Address: **Brickhouse, New Hall Lane, Mundon, Maldon, Essex.**

Postcode: **CM9 6NZ**

Are you responding on behalf of an organisation? Yes No

If 'Yes' please provide the name of your organisation and your role within it:

Organisation name: **Mundon Parish Council**

Role: **Chairman**

PRIVACY NOTICE

By completing and submitting this questionnaire you confirm you have been provided with and read our Privacy Notice. The collection of your personal data is undertaken in accordance with the terms of our Privacy Notice. Our Privacy Notice can be downloaded at www.bradwellb.co.uk/privacy-policy.

By completing this questionnaire, your personal data is being collected by Bradwell Power Generation Company Limited and its consultants for use in connection with the consultation process and subsequent planning applications related to the development of the Bradwell B Power Station. Your response to this questionnaire may be published (in whole or in part) as part of our consultation programme (including any personal details if included in the response). We will not otherwise publish personal details or publicly attribute a response to an identified individual.

Your response could be made available (with your personal details) in due course to the relevant planning or local authority or government body so they take it into account. Although not directly within our control, we will request that your personal details are not made publicly available by them and in any event they will be required to comply with their legal obligations under applicable privacy laws including the European Union's General Data Protection Regulations 2016/679 ("GDPR"), and local laws which implement it in the United Kingdom.

1. Bradwell B proposals: overall

We propose to build a new nuclear power station at Bradwell-on-Sea in Maldon, Essex. Our proposals also include associated development required to enable construction, such as park and ride facilities for construction workers, temporary accommodation, and road improvements.

You are welcome to answer as many or as few of the questions as you like, and we have questions on more specific aspects of the scheme which follow. Alternatively, if you would prefer to provide an overall comment, please just answer this question.

What are your **overall** views on our proposals to build a new nuclear power station, Bradwell B, and associated development?

Whilst we accept the requirement of producing affordable, clean and safe energy, and the potential positive impact for the local economy, the simple fact remains that the location of Bradwell B is quite obviously far from ideal, with a complete lack of suitable roads and associated infrastructure for such a large project.

The visual and physical intrusion of a new power station and accommodation can only ever be detrimental to the rural landscape.

2. The power station: design and environment

Consultation Summary Document: pages 6 to 11

We have taken the environmental constraints of the site and surrounding area into account while developing the proposed power station layout, including in our approach to the proposed cooling. We have also considered creating a new landscape to provide an appropriate setting for the new power station.

Proposed habitat creation would provide ecological mitigation and make a positive contribution to biodiversity. The design of the Bradwell B power station would minimise impacts on the sensitive marine environment of the Blackwater Estuary and be sensitive to the distinctive landscape and seascape character of the Dengie peninsula. The power station would sit on a raised platform surrounded by new sea defences designed to withstand flooding from 1 in 10,000-year extreme weather events over the full lifetime of the plant, and taking account of climate change.

What are your views on our proposals for the power station including our approach to landscaping and managing environmental effects?

As Mundon Parish currently enjoys uniquely rural views down the River Blackwater, we have obvious concerns on the visual intrusion created by 60 metre high cooling towers.

With a proposed raising of ground levels, by several metres, it must be ensured that any lighting of the project area does not create any light pollution.

3. People and jobs

Consultation Summary Document: pages 12 to 13

Building Bradwell B would create long-term operational employment opportunities for more than 60 years and tens of thousands of construction jobs, along with significant business and training opportunities. Where possible, we will prioritise the opportunities for local people, through new skills training, and for local businesses, by helping them be part of the new supply chains that Bradwell B would create.

What are your views on our approach to people and jobs, including education, training, and local supply chain opportunities?

Priority must be given to employing local labour and providing training/apprenticeships where necessary, as well as making full use of local businesses.

Investment in nurseries, primary schools, sports and health services must be made at an early stage, and in a sustainable way that covers at least the intended lifespan of the site.

4. Accommodation: overall approach

Consultation Summary Document: pages 14 to 15

We will need to make sure there is sufficient accommodation for the number of workers building Bradwell B during the peak of construction and that appropriate measures are in place to manage accommodation throughout.

We are working to understand where workers are likely to live by combining what we know from other projects about how far people are willing to travel for work, with information on where construction workers live in the area. We are also considering how much accommodation of different types there is in each area and the potential impacts of our project on those sectors. We are considering a range of potential measures to meet housing demand during construction.

What are your views on our emerging accommodation strategy?

5. Accommodation: temporary campus and caravan site

Consultation Summary Document: pages 14 to 15

We are proposing to provide temporary accommodation for up to 4,500 construction workers in a combination of modular style multi-storey campus buildings, touring caravans and/or static caravans, depending on the needs and preferences of workers. A site close to Bradwell B would allow workers to walk to work and also significantly reduce the number of journeys to Bradwell B by private car and bus. We have identified two development scenarios for the temporary accommodation site.

• **Scenario 1: Land west of the existing Bradwell Power Station site.** Do you think this option is:

appropriate inappropriate don't know

• **Scenario 2: Land west of the existing Bradwell Power Station site with extension sites.** Do you think this option is:

appropriate inappropriate don't know

Please provide comments on our proposed approach to providing temporary accommodation, including explanation of your views on the site options.

Priority should be given to making full use of all forms of existing local accommodation, including hotels, bed & breakfasts and caravan parks.

We have the most votes for Scenario 1, but also feel that siting of new housing should come from a consensus vote of existing Bradwell residents.

All housing must be built in conjunction with new nurseries, schools, sports and health services, as well as full support given for new shops and businesses, owned and run by locals.

Accommodation blocks up to 6 stories high are completely inappropriate, even if temporary.

6. Transport: overall approach

Consultation Summary Document: pages 16 to 27

Building Bradwell B would involve the daily movement of large numbers of construction workers and significant amounts of construction materials. Being on a peninsular provides Bradwell B great opportunity for potential marine transport. However, it is located away from major roads and there is no existing rail or port infrastructure close to the site. We have developed a transport strategy which aims to address this challenge.

What are your views on our emerging transport strategy?

There is no suggestion of how long the 'early years' may be, but this period will logically be the most critical regarding coping with the construction traffic.

The 'early years' route has a major issue along the Fambridge Road, specifically between Baron's Lane and Roundbush Road, where pinch-points of less than 5 metres already cause large vehicles to choose an alternative route through Mundon village.

Improvements to Fambridge Road are already needed just to bring it up to current standards, but further capacity improvements would be required to ensure it is suitable for the Bradwell B 'early years', with very clear signage to ensure it is used as planned.

The Mundon Road which runs through Mundon village would need some form of restriction, such as a weight limit, put in place to prevent it becoming the over-flow choice.

7. Moving freight: sea transport

Consultation Summary Document: pages 16 to 17

We are investigating opportunities for bringing bulk materials and other construction cargo to site by sea to reduce the number of HGVs on local roads. There are four options for the infrastructure that would support sea transport.

- **Option 1: Beach landing facility.** Do you think this option is:
 appropriate inappropriate don't know
- **Option 2: Bulk material jetty.** Do you think this option is:
 appropriate inappropriate don't know
- **Option 3: Marine offloading facility.** Do you think this option is:
 appropriate inappropriate don't know
- **Option 4: Aggregate pipeline and settlement lagoon.** Do you think this option is:
 appropriate inappropriate don't know

What are your views on our proposed use of sea transport for moving freight, including explanation of your views on the options.

Sea freight should be made a major requirement for this project, as it will mitigate a huge amount of road traffic issues.

Whilst all options have some support, Option 3 would appear the most likely to accommodate this usage.

8. Road transport: Strategic Route 1

Consultation Summary Document: pages 20 to 21

While use of sea transport would significantly reduce the number of HGV movements we would still need to bring some freight in by road. Similarly, our accommodation and park and ride proposals will reduce construction workforce traffic on the roads, however workers will still need to come to site by road.

Our early assessment has identified two potential strategic routes for construction traffic to the site. We have identified a number of potential highway improvement options - including minor realignment of the existing road, short bypasses around villages, or longer sections of new road - along each of these routes. As some of the options would connect Strategic Route 2 with Strategic Route 1, our final proposed HGV route to the site could be a hybrid of both routes. Feedback from Stage One consultation along with further technical work and environmental assessment will help us to identify the preferred HGV route and options for highway improvements.

Strategic Route 1 broadly follows existing roads from the A130/ A132 junction via the South Woodham Ferrers ring road, Lower Burnham Road, Fambridge Road, the B1018 and Steeple Road to the Bradwell B site. It would include minor road realignments and junction improvements and a series of potential bypasses around sensitive communities. The locations where we are considering bypasses are:

- Latchingdon (western section);
- Mayland (eastern section);
- Steeple (eastern section).

What are your views on Route 1, including in relation to the specific bypass options?

Even with the essential village by-passes, Strategic Route 1 is not well supported.

9. Road transport: Strategic Route 2 west

Consultation Summary Document: pages 22 to 23

Strategic Route 2 would be a combination of improvements to existing roads and new sections of road, with associated junction improvements. It would run from the A130/A132 junction via the South Woodham Ferrers ring road, Lower Burnham Road, and the B1010 to link back into the eastern part of Strategic Route 1 near the site. These two strategic routes have been broken down across three sections - west, east and Bradwell - for ease of presentation, and recognising the different highway characteristics across the three sections.

Western section - B1010 options

We are considering three options for part of the B1010 in the western section of Route 2.

- **Option 1:** road widening and improvements to the existing road, and a new road joining the B1010 with the B1018 Burnham Road. Do you think this option is:
 - appropriate
 - inappropriate
 - don't know
- **Option 2 north:** a new northern section of road off the B1012 to the east of South Woodham Ferrers and connecting to the B1018 Burnham Road. Do you think this option is:
 - appropriate
 - inappropriate
 - don't know
- **Option 3 south:** a new southern section of road off the B1012 to the east of South Woodham Ferrers, proceeding eastwards before re-joining the B1010. Do you think this option is:
 - appropriate
 - inappropriate
 - don't know

What are your views on the western section of Strategic Route 2, including in relation to the B1010 options?

We have no consensus on Strategic Route 2 West, but Option 1 has more votes.

10. Road transport: Strategic Route 2 east

Consultation Summary Document: pages 22 to 23

Strategic Route 2 would be a combination of improvements to existing roads and new sections of road, with associated junction improvements. It would run from the A130/A132 junction via the South Woodham Ferrers ring road, Lower Burnham Road, and the B1010 to link back into the eastern part of Strategic Route 1 near the site. These two strategic routes have been broken down across three sections - west, east and Bradwell - for ease of presentation, and recognising the different highway characteristics across the three sections.

Eastern section - Green Lane options

Within the eastern section of Route 2 we are considering three options between Green Lane and where the route connects to the Bradwell section.

• Option 1

A new road running north-east from Green Lane (near the junction with Mayland Hill) to connect with the existing highway to the west of Steeple or the Steeple bypass. Do you think this option is:

appropriate inappropriate don't know

• Option 2

A new road running north-east from Foxhall Road and connecting to the junction of the B1021 with Maldon Road. Do you think this option is:

appropriate inappropriate don't know

• Option 3

A new road running north-east from Foxhall Road and connecting to Bradwell Road to the north of the Church of St Lawrence. This option would also require improvements to Southminster Road so it could accommodate two-way HGV traffic. Do you think this option is:

appropriate inappropriate don't know

What are your views on the eastern section of Strategic Route 2, including in relation to the Green Lane options?

We have no consensus on Strategic Route 2 East, but Option 1 & 2 have more votes.

11. Road transport: Strategic Routes 1 and 2 Bradwell section

Consultation Summary Document: pages 20 and 22

Our proposals for the easternmost - or Bradwell - section are the same for both strategic routes. In addition to proposed improvements or widening on parts of the existing roads, we are proposing a new section of road to the north of Trusses Road that would connect the B1021 Waterside Road directly to the site.

What are your views on the Bradwell section of Strategic Routes 1 and 2?

We feel this is sensible and appropriate.

12. Transport: freight management facility

Consultation Summary Document: pages 24 to 25

We are considering the use of one or more freight management facilities to serve as holding areas for HGVs, helping to manage timing and flow of vehicles to the Bradwell B site and provide welfare facilities for lorry drivers. With parking for approximately 100 HGVs, freight management facilities could also provide a location where vehicles could be held temporarily in the event of an accident on the local road network.

We have identified three search areas where freight management facilities could be located. Feedback from consultation, along with detailed assessment of traffic impacts and environmental effects will help to identify preferred sites within these areas.

What are your views on our proposals for using a freight management facility, including in relation to our site search areas?

Location 3 is fully supported as the most sensible location, as it will encourage more use of the existing heavy trunk road system of the A12, A127, A13 and A130.

13. Transport: park and ride

Consultation Summary Document: pages 26 to 27

Temporary park and ride facilities would help reduce the number of construction worker cars on local roads. We are working to determine the number and precise size of facilities needed, and our proposals will depend on final workforce numbers, the size of our accommodation campus, and our traffic modelling.

We have identified six search areas where park and ride facilities could be located. It will not be necessary to provide facilities in all of these; however, we anticipate needing a large site - 20-30ha, accommodating around 1,600 spaces - in search areas 1a or 1b. We would also potentially need one or more smaller facilities in search areas 2, 3a, 3b, and/or 4.

What are your views on our proposals for park and ride facilities, including in relation to our site search areas?

Search area 3a is fully supported, along with strong support of 3b and 2. All these areas have good access to existing public transport hubs, such as train stations, that will enable workers to easily access the park & ride facility.

Area's 1a, 1b and 4 have no such infrastructure and would increase traffic on non-strategic routes.

14. Consultation process

At Stage One consultation we have produced two main documents; the Consultation Document and the Consultation Summary Document. We are also holding a number of public exhibitions and events and making our materials available on our website.

We will be carrying out further consultation on our proposals as they develop and would welcome your feedback on how you have found the consultation process.

Please let us know if you have any comments or suggestions about the consultation process.

Councillors were able to attend public exhibitions and/or webinars, which along with consultation publications have enabled considered views to be made.

We strongly hope that notice will be taken of any such feedback, and look forward to further engagement.

