

Hinkley INQUIRER

The only complete and clear account

CEGB "Ignores" Landscape

The *CEGB* was accused by *COLA* on Day 134 of dismissing the local landscape around the Hinkley site as "insignificant" in order to promote its new development.

The accusation came from Somerset County Council's landscape architect Kenneth Brown (*COLA* 49), who was giving evidence on "Countryside, Landscape and Visual Amenity".

In an abrasive statement, Brown

said that the existing Hinkley Point complex already "disfigured" views from the nearby Quantock Hills. Further expansion could only add to the "visual intrusion".

Transatlantic liner

A nuclear power station "stands like some archaic transatlantic liner, fortuitously beached," he said. "One has no idea of size or scale, the only visible clue to use or purpose being lines of pylons loping away across the landscape. The sense of unease to the human onlooker that this aberration from the natural order produces, cannot be quantified, but it undoubtedly contributes to the widespread and deep-seated fear and suspicion of nuclear power stations felt by so many in the community."

Brown concluded that "nothing can humanise the scale of such buildings to the small scale landscape."

Huge building site

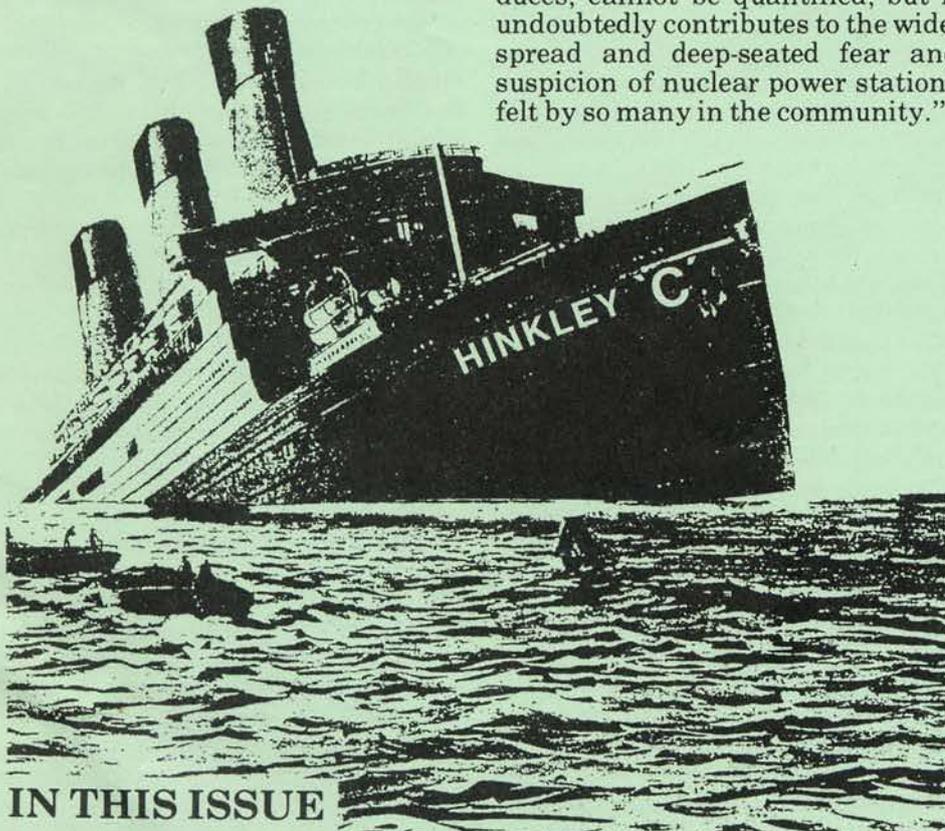
Brown said it was an illusion to claim, as the *CEGB* does, that a perfect landscaping situation will ever be achieved. "A whole generation of children born in the locality have grown up, married and had children of their own, whilst Hinkley Point has been one huge building site. It is now proposed that this situation should be perpetuated, both by the construction of a further station, programmed to take eight years, but certain to linger on for many years beyond that... and by the eventual and inevitable decommissioning of the A and B stations."

Inquiry End In Sight

The end of the Hinkley C Inquiry is now in sight. But there are still many more weeks of hearings before the projected final day on September 20.

The latest forward programme produced by the Inquiry Secretariat shows the main evidence running until Monday July 25. This is followed by closing submissions on behalf of organisations and individuals who have already participated.

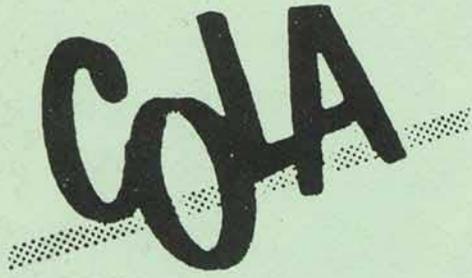
The Inquiry takes a summer break from August 5 until September 5, when closing submissions are resumed. The final words are given to *COLA*, followed by the *CEGB*, who are scheduled to talk for four days. Seventeen other groups and individuals are also listed to make final speeches.



IN THIS ISSUE

COLA on local effects of Hinkley C. Third Cardiff session. Russian visit details. Land purchase hearings.

Structure Plan Breached



Eric Barnett, County Planning Officer for Somerset County Council, outlined his principal planning objections to Hinkley C (COLA 48) on Day 134.

The *CEGB* plan would be contrary to the approved Somerset County Structure Plan Policies, he said. These aim to a) protect open countryside from development, b) safeguard the Special Landscape Area in which Hinkley is located, c) preserve the character and attractiveness of the coast, and d) resist development affecting National Nature Reserves and Sites of Special Scientific Interest.

Barnett asserted that it was incorrect of the *CEGB* to suggest that the Structure Plan recognises the potential for further development. The policy relates to housing and local industry only, and not the development of power stations. Neither does the existence of A and B stations... provide sufficient justification for conceding an extension," he added.

Somerset is one of the least spoilt counties in England, he said, and local planning authorities had taken steps to retain and improve the visual landscape quality, not destroy it. The *CEGB* proposal would destroy the natural cliff face and remove part of the existing beach and foreshore within a National Nature Reserve, affecting wildlife and habitats. This was against the Coastal Preservation Policy of 1966.

Extra cost

Barnett also referred to highways and traffic, noise, and the local economy, favouring the implementation of a labour training scheme during construction. On accommodation, he favoured an off-site hostel at Hawkers Farm, outside Bridgewater, and voiced local objections to the siting of a mobile home site in open country.

There would be an extra cost for

local services of £8.3 million over the first nine years of construction and operation, he said, although the *CEGB* had agreed to fund the Education Authority if additional facilities were required.

Barnett was questioned by the *CEGB* about his views on the future use of the land being taken for Hinkley C. "We would wish to see that land restored to suitable uses, both in agriculture and landscape terms..." he said. "We are concerned that if it is retained within the Board's ownership, it could facilitate further development of the station complex. I do not believe that this section of the West Somerset coast should be subject to further development."

Barnett rejected a suggestion that the local planning authorities had been deliberately obstructive in negotiations about the site once they had decided to oppose Hinkley C.

Local Economy In Danger

The construction of Hinkley C could seriously damage the local economy, COLA warned in evidence from Robert Elliott (COLA 52), a consultant to the Centre for Environmental Management and Planning at Aberdeen University.

The main adverse effect would be "overheating" of the Somerset economy, Elliott explained. What this means is that with the labour market tightening into the 1990s, a sudden demand for skilled labour would draw workers out of existing local firms. This would damage those firms' viability, and at the same time force them to compete with the higher rates paid for construction work. The scarcity of local labour and higher labour costs would also deter new firms from moving into Somerset.

Elliott cited experience from the Shetlands and Aberdeen, which have been affected by the oil industry, to support his case.

Surge in demand

"In the process of filling the construction jobs, jobs with greater long-term prospects will be destroyed," Elliott concluded. "The net effect of such a temporary surge in labour demand can therefore lead to a deterioration in the long-term prospects for an area."

He added that "a commitment by the *CEGB* now to fund a training programme in advance of the start of

the construction phase could substantially ameliorate the problems."

In cross-examination, Mr. Grove for the *CEGB* suggested that the potential impact on the local economy would be similar for any major construction project, whether Hinkley C or the Severn Barrage or the Avon Metro. He also argued that the evidence of Sizewell B construction so far did not bear out Elliott's anticipated effect on the local economy.

Keep Down The Noise

Graham Rock, Somerset County Council's Principal Acoustics Scientist (COLA 51) assessed the current noise level at Hinkley Point and the control of noise levels if Hinkley C goes ahead.

Although the "climate" (noise level) around Hinkley is quiet and rural, he said on Day 131, there are times, especially at night, when the stations are clearly audible. He emphasised that "... If a third station is build it should not cause an increase in ambient noise levels."

A maximum noise level should be set at the site boundaries, and a test site, agreed with the *CEGB*, has already been set up 600 metres south of the centre of the proposed station. All methods of noise measurement should be submitted and agreed by the local planning authority, and sound level meters should only be used by competent people and in fine weather.

Advance warning should be given to the planning authority if safety valves operate; maximum level of octave bands should be specified; the use and testing of equipment producing non-continuous noise should be confined to the daytime on Mondays to Fridays; and noise must be severely controlled at night.

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"I think the difficulty we have in Britain is that we don't like change and we don't like new things. This is a normal human reaction and certainly nuclear power stations are new things relatively... the fact that there have been some problems associated with them in various ways - on safety and so on - bends people's minds in the direction of concern and dislike, rather than interest and acceptance." Ivan Owen, *CEGB*, Day 130

Community Charge Rise

Over £1.6 million extra would have to be paid by Somerset community charge payers to cover the cost of construction and operation of Hinkley C, according to David Illingworth of the County Council's treasurer's department.

Illingworth (COLA 53) was giving evidence on Day 136 to explain the consequences of the proposed development on the local government finance system.

He said that the main problem was that the government's assessment of the county's financial requirement to provide services like education was likely to lag some two years behind the projected additional costs to those services from Hinkley C. The shortfall would have to be met by community charge payers.

Illingworth said that the extra cost to the county from Hinkley C would be in education, maintaining a new road network and on other services such as waste disposal and social workers. "It is arguable that if nothing is done to compensate community charge payers in Somerset, they will effectively be subsidising CEGB customers outside the county," he said.

Worse off

Illingworth concluded that although Hinkley C construction would inject some money into the local economy, "many adults will not be any better off as a result". But they would still have to pay the extra community charge. The CEGB should bear these costs instead.

Mr. Grove for the CEGB told Illingworth that he probably wouldn't be surprised "to hear that the CEGB does not propose to undertake to pay the sum of £1.6 million to Somerset County Council". How local government was financed was a matter for negotiation with central government, he suggested.

Shift Waste From Town

A new rail siding should be built outside Bridgwater to handle irradiated nuclear fuel containers, according to Eric Barnett, County Planning Officer for Somerset County Council.

Barnett outlined existing conditions at the Rosebery Avenue siding close to the centre of Bridgwater. At present, he said, 10 loads are delivered and 10 collected each month. If the C station were built there would be one further delivery per month,

but the PWR flasks and transporter are both larger and heavier.

The CEGB have also suggested possible use of the railhead for transportation of decommissioning waste. This would involve seven loads per day for five years, but with more loads over a further five years.

Barnett said the existing site was inadequate because the access from Bath Road is substandard, parked cars create a problem, it is within a residential area, and it is very near Eastover Primary School. Flasks must also be transported through the busy central area of Bridgwater.

The CEGB should make a definite commitment "... to fund and relocate the railhead to a new and agreed site, providing for a new access route from the A38... together with irradiated fuel flask road/rail transfer facilities north of Bridgwater..." said Mr. Barnett. This should be operational when the projected Bridgwater Bypass is opened.

Discussions have been held, and British Rail have produced a sketch layout of a railhead terminal, but will not contribute to the costs. He confirmed that the local authorities have suggested a site near Dunball.

Screening Hinkley C

Hinkley C would be less of an eyesore if better landscaping proposals were adopted, landscape architect Julie Martin of Cobham Resource Consultants told the Inquiry (COLA 50) on Day 135.

Martin said the landscape round Hinkley Point was "very important in a national and regional context", and had already been marred by the present two power stations. A third would have a "significant adverse effect".

The C station would approximately double the apparent length of the station complex, she said, and its visual impact, especially the prom-

inent dome, "would last for up to 150 years".

Martin criticised the CEGB's landscaping proposals because they

- ★ failed successfully to mask many of the lower buildings on the site
- ★ seriously damaged the coastline, including closing a footpath for seven to eight years
- ★ didn't offer any proper off-site planting of woodland
- ★ didn't propose to underground the transmission lines to compensate for the adverse landscape impact of the new station.

She gave Torness nuclear power station in Scotland as a good example of undergrounding of transmission lines, as well as other landscaping measures.

Martin produced her own assessment of how Hinkley C could be better landscaped, masking its buildings to a far greater height. Her proposals would reduce the length of the new sea wall proposed by the CEGB and limit the amount of land reclamation from the foreshore.

"Somerset's industrial points are very real and important, yet they seldom thrust themselves harshly into a pattern which is mainly that of the Wessex countryside. Even Hinkley Point seems, from afar, as if its massive blocks could as well be the strongpoint of a feudal castle as the reactor houses of an atomic power station." Bryan Little in "Portrait of Somerset", quoted by Mr. Grove, CEGB, Day 134

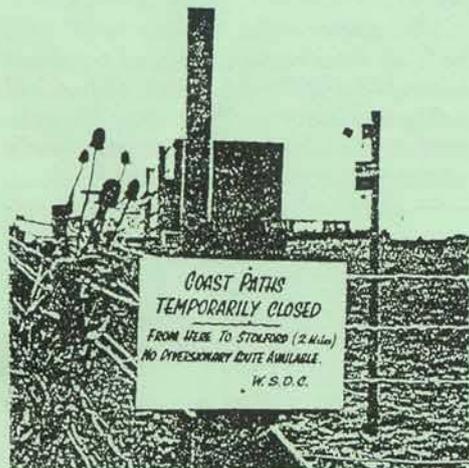


Land Purchase Hearings

The CEGB applied on Day 138 (CEGB 17) to stop up six footpaths which cross the land it wants to use for the construction of Hinkley C. There were objections from COLA and three other parties.

Included in the paths to be closed is the coastal footpath which runs along the foreshore of the Bristol Channel. This will eventually be reopened once the CEGB has reshaped the foreshore and built a new sea wall, but other paths will be lost forever.

COLA pointed out that the coast was used regularly by fishermen, among others, and that "further consideration should be given to maintaining the coastal footpath during construction".



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Michael Gammon (CEGB 16), Head of Development System Planning Department, appeared again on Day 137. His evidence concerned the compulsory purchase order for land for the building of Hinkley C.

The total area of land to be bought amounts to about 68 hectares. The largest area (approx. 60 hectares) is part of the Fairfield Estate. A smaller area of about 35 hectares is owned by Clive Knox, the local farmer.

The CEGB also proposes to acquire about 3.48 hectares of foreshore owned by Wessex Water to be reclaimed for the proposed new sea wall. This area forms part of the Bridgwater Bay National Nature Reserve, is a Ramsar site and a Site of Special Scientific Interest. The CEGB argues that this part of the reserve is the least important as it is not a major roosting and feeding area for birds.

The CEGB claim the land is needed for:

- ★ Contractors' storage and assembly area
- ★ Soil and spoil storage area
- ★ Access road, car parks and site office
- ★ Site accommodation hostel
- ★ Landscaping.

The long-term intentions of the CEGB are to return the land to agriculture, "assuming a farmer is willing to farm and manage it". It is also intended "to maximise its ecological interests". Returned land will be suitably landscaped and footpaths replaced.

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The first two days of Week 36 were taken up by a separate Public Inquiry into the compulsory purchase of land required for proposed bypasses round Bridgwater and Cannington should Hinkley C get approval.

The applications were made by Somerset County Council, which has already got planning permission for the new roads, and has come to an agreement with the CEGB about funding.

The deal would mean that if Hinkley C goes ahead, the CEGB would pay £10 million of the £11.92 million total cost of the three stretches of road - a bypass round the north of Bridgwater, including a new bridge over the River Parrett, a bypass to the south of Cannington, and a further link road to the west of the village.

Traffic build-up

The Council argued that it needed to get agreement for these land purchases now so that the roads could be ready in time for the build-up of construction traffic for Hinkley C. The Inspector indicated that it was unlikely that any decision would be taken by the Department of Transport on these CPOs until the issue of Hinkley C had been settled by the Department of Energy. The Council said it wouldn't proceed with the CPOs if Hinkley C didn't go ahead.

The only exception to that undertaking is that the County Council said it would in fact apply for funding to build the Cannington south route, which would relieve the village centre of holiday traffic congestion, whether or not Hinkley C is approved.

The routes presented at the Inquiry

were the result of considerable local consultation, during which the Council officers' own preferred route round Bridgwater was eventually rejected in favour of the public's preference for a line well outside any densely populated areas. Agreement has been reached with most of the landowners affected.

Objections at the Inquiry came mainly from people living near the west bypass route round Cannington, from Brymore School, whose drive will be severed, and from a farmer north of Bridgwater who wanted a proper underpass for his 100-strong dairy herd and other regular farm traffic.

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John Darby (MAFF 3), Principal Land Management Adviser for the Ministry of Agriculture, gave evidence on Day 130.

MAFF does not oppose the proposals on land use for the following reasons:

★ The land proposed for development of Hinkley C is on grade 3C and 4 agricultural land.

★ It is possible (technically) with good soil management techniques, to reinstate the area required for temporary works.

★ The off-site consequences can be satisfactorily dealt with by normal land use planning consultations between planning authorities and MAFF.

Russian Visitors

Further details have emerged about the visit of a Russian delegation to the Inquiry later this month.

The delegation will consist of three officials from the Soviet Ministry of Nuclear Energy, the Director of the Institute of Atomic Energy Projects and two power station managers, one from a plant where there has been strong public opposition.

The Russians are coming to find out how the British public inquiry system works, especially in the light of increasing post-Chernobyl criticism in the Soviet Union itself. They will spend a day in London followed by two days in Somerset (July 20 - 21), when they will meet and be given presentations by representatives of the CEGB, COLA and *Stop Hinkley Expansion*. They will also visit Hinkley Point and listen to parts of the Inquiry evidence.

Fear And Loathing In Cannington

About 100 people attended the second evening session of the Inquiry at Cannington on Day 137 (June 29). But even after three solid hours of speakers putting their case against Hinkley C, there were still 14 people on the waiting list.

Many of those who spoke, mostly living within a 50-mile radius of the station, expressed a mixture of fear and incredulity that, even after the dire warnings and clear alternatives, the government should still want to press ahead with the risks of nuclear expansion.

Although many also addressed the Inspector personally, stressing the responsibility he had to public opinion, Barnes maintained an air of cool abstraction throughout, only occasionally flickering signs of warmth to those addressing him, or irritation as children played at the back of the hall.

Pauline Bane, who lives near Yatton in Avon, revealed she had worked for the CEBG in London for eight years. But "specialists are often blind to other areas of expertise," she said. "For all their knowledge in the nuclear field, these scientists cannot apparently explain the cancers which cluster so stubbornly around nuclear installations."

She compared the situation to a discovery that a child was allergic to cod, but refusing to eliminate cod from the diet. "Ideally we should close all nuclear installations to stop such incidences occurring."

Jane Trevelyan said she was "actually frightened by Hinkley Point power station. The only way to live nearby is to close one's mind to it... Building Hinkley C would increase this stress factor." Suzie Needham also said she was "filled with horror and dread at the thought of another power station." The Inspector had the power to allow us to "move away from a self-destructive future."

Joanna Balcombe expressed amazement that, although human fallibility was a fact of life, "the CEBG seems to have discovered infallibility." She couldn't see that they had the public's best interest at heart when solutions like energy saving were staring them in the face.

Rose Stuckey held up the two-page British Nuclear Fuels advert which

appeared recently in national newspapers telling us that nuclear power was the answer to the greenhouse effect. She ridiculed the illustration of a power station "looking like a high street Odeon" on top of a wooded hillside. "I find this advert objectionable, misleading and arrogant," she said.



NUCLEAR WASTE

A present for our children's children

Graham Ryan, from Stogumber, who has spoken before, produced a long poetic sweep through wood warblers and T. S. Eliot and written from his favourite spot on the Quantocks overlooking Hinkley. He once more urged the Inspector to let his unconscious feelings have their sway. He recommended Barnes to spend a week in his favourite place before writing his report, and presented him with the parting gift of an oak leaf - "more precious than anything the CEBG has ever offered me."

Rachel Jamieson, from Cullompton, thought that people in 2,000 years' time would be amazed at the stupidity of building short-lived nuclear power stations with such long-lived after-effects.

Six CEBG representatives sat quietly throughout this, and were only given a chance to respond to a series of questions from Cannington resident Roy Pumfrey. The Board's replies were well-rehearsed disclaimers.

Dr. Burek from Exeter produced the simplest alternative to Hinkley C suggesting the installation of energy saving light bulbs in all 20 million British households. The power saving, he estimated, would be about equivalent to the output of Hinkley C, and at a fraction of the cost. Ironically, he did so under the glare of a battery of just such light bulbs, beaming down from the ceiling of Cannington College's main hall. Somebody must have been listening.

Watery Ways

Basil Tinkler (WW 1), a chartered Civil Engineer, was the first witness to give evidence (Day 129) for the Wessex Water Authority.

Wessex Water is the statutory sea defence authority for the coastline. As far as a possible C station is concerned, its responsibilities extend from the Eastern end of the sea wall, fronting the A and B stations, to Steart - about 5 kms to the East.

A study by Rendell, Palmer and Tritton on "Coastal Physiography" had shown that 4% of the shingle derives from the length of coast to be enclosed by the C station sea wall, thus leaving 4% less material to sustain the shingle sea defences to the East. In order that the shingle is not "lost" Eastwards, any shingle beach fronting the C station should be transported to the "seaward of the new sea wall".

Following discussions with Wessex Water, the CEBG had agreed to an indemnity, whereby future additional works to the sea defences, as a result of the construction of a C station, would be funded by the CEBG.

A horse with two mouths?

"Was it true," Brian Rome asked in cross-examination, "that Wessex Water Authority could be described as a horse - a peculiar animal with two mouths? Which meant that Wessex Water did not really care what damage it caused because they knew that somebody else would pay for the effects?" Tinkler assured Rome: "We are not irresponsible!"

Michael Hillyer (WW2), planning and development manager of Wessex Water North Division, gave evidence on "potable water supplies" (Day 130). Potable water is supplied to Hinkley Point from Maundown Treatment Works near Huish Champflower in West Somerset, Clatworthy reservoir in the Brendon Hills, and Wimbleball Lake on Exmoor.

The present maximum water supply for the existing stations is one million gallons a day. In return for this supply the CEBG contributes towards the initial capital costs of new works and towards the subsequent maintenance.

The principal area of concern for the Water Authority was future consumption during the commissioning of the C station. New trunk mains would have to be provided to ensure availability of additional water for commissioning.

Water supplies

Martin Booth (WW 3), the third witness for Wessex Water Authority, gave evidence on Effluent Discharges (Day 131). The Water Authority has responsibility to control discharges of trade and sewage effluent to all inland and coastal waters within its area. The types of discharges to water which would emanate from Hinkley C are: surface water, cooling water, sewage effluent and process effluents. Wessex Water has consulted with both the Nature Conservancy Council and the Ministry of Agriculture about the effects of cooling water discharges on fish and fisheries and

the general ecology of Steart Flats. Both organisations have confirmed that there would be "no significant effects on their interests".

On sewage discharges, the sewage treatment plant serving the A and B stations was being replaced within the B station site. There was consent to discharge 1,750 cubic metres per day from this works. Discharge to the Severn Estuary was via the cooling water outlet, where, after dilution, its contents "were below detectable levels".

During the construction phase of the C station additional temporary sewage treatment capacity would be installed.

Return To Cardiff

The people of Cardiff made the most of their final opportunity to address the Inquiry, giving evidence on everything from emergency plans to failures in control rods.

On the first day (132), *Dr. Don Arnott* gave evidence on behalf of *Commander Robert Green* in which he questioned the adequacy of the control rod system of the PWR.

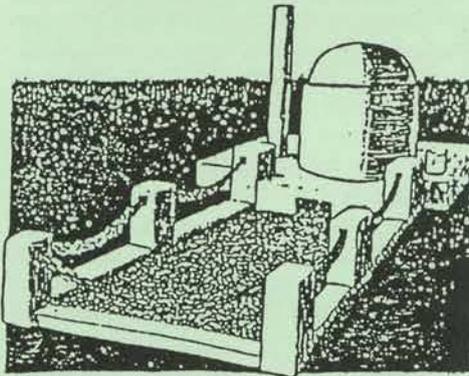
Dr. Arnott's investigations began with the accident at Three Mile Island (TMI) where, despite dropping the control rods into the reactor eight seconds into the incident, 60% of the core still burned out. The control rods at TMI were made of an alloy which had the lowest melting point of anything in the reactor core.

Control rods in both the Sizewell B and the proposed Hinkley C PWRs will be of the same design, *Dr. Arnott* said. The rods have a thin cladding of stainless steel which could crack or fail due to embrittlement, mechanical wear and tear or vibration. Should failure occur at a temperature where the control rods had melted, the molten material would flow through the reactor core, resulting in an increase in core temperature.

As a postscript, *Dr. Arnott* gave details on problems with control rods

in some French PWRs. In one instance, a rod-cluster jammed due to a control rod breaking. The rod was made of the same alloy to be used at Sizewell B and Hinkley C. According to the French, the cause of the breakage was wear and tear arising from hydraulic turbulence.

The CEBG indicated that they may wish to submit evidence in response to *Dr. Arnott's* findings.



No plans for Wales

Also on Day 132, *Ann Grove-White* gave evidence on the lack of emergency plans to cope with a release of radioactivity from Hinkley Point reaching South Glamorgan.

A letter from South Glamorgan County Council informed her that the council has "no specific plans for dealing with the effects of accidents

involving the accidental release of radioactivity". Worried about evacuation, *Grove-White* wrote to the Area Manager of British Rail in Cardiff, who informed her that transport arrangements in an emergency would be co-ordinated by Mid Glamorgan County Council's Emergency Planning Officer. However, Mid Glamorgan's Emergency Planning Officer directed her back to South Glamorgan County Council - who do not have any emergency plans!

Uninhabitable

Jane Jones, on Day 132, told the Inquiry how she was appalled that her village is close enough to Hinkley Point to suffer early casualties, and could be uninhabitable for several years following an accident. In the event of a major disaster, the chaos could be unimaginable, especially if mass panic is an added ingredient. Could the health services cope? How would the public be informed? These questions must remain rhetorical, she said, since no-one really knows.

On Day 133, *Hugh Richards* gave evidence on behalf of *The Welsh Anti-Nuclear Alliance*. WANA are worried that in the event of a severe reactor accident at Hinkley Point, winds from a southerly direction would mean that monitoring vehicles from the site would not be able to sample. In such circumstances, there is the possibility that the Emergency Controller, at Hinkley Point, "would be under great pressure to concentrate all his resources on the site emergency".

Further to this, the Controller is likely to cling to his belief that even with a release "over 100 times greater than the reference accident, the requirement to evacuate only up to 8 km obviates the need to even consider South Wales." If such a situation were to occur, WANA are worried that the people of South Wales would learn of the accident too late to take appropriate action to protect themselves and their families. There are approximately 1.6 million people in south Wales living within 30 miles of Hinkley Point.

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What about the plutonium?

CND Cymru, on Day 132, gave evidence about what happens to the plutonium that is produced in nuclear reactors and will be produced by Hinkley C. They maintain that plutonium from Hinkley C will be used in nuclear weapons and that any that is not will remain a hazard for our descendants to deal with in 200,000 years' time.

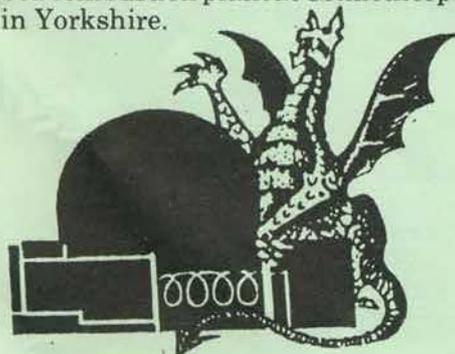
The problem of bequeathing hazardous waste to our descendants was also addressed by Anne Morgan, on Day 132, who asked the Inspector: "Can you read documents written in our own language a few hundred years ago? How are the stores to carry warnings which generations after us can understand? Can you read the writing of other countries which are producing radioactive materials?"

In his evidence on Day 132, Wayne Jones, an objector at the Sizewell Inquiry, suggested that the Hinkley C Inquiry has more to do with politics than with electricity generation. "I think the reason that we have still got a proposal for a PWR here is because the present government find it impossible to go back on their original policy... It is just far too embarrassing for them."

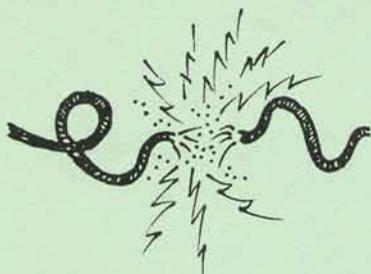
A shroud of secrecy

On Day 133, David Ross, for the National Union of Journalists said that the NUJ were concerned with the use of secrecy as a defensive weapon by the nuclear establishment. The CEBG have always been selective in public, an example being the fact that they had to be asked to provide a comparison of the costs of coal and nuclear generated electricity.

Colin Wilks, a miner from Oakdale Colliery, gave evidence on Day 133 on global warming. Mr. Wilks argued that coal's contribution should be seen in perspective in that, on a global scale, coal contributes 15%, oil (primarily through transport) 16% and deforestation 13%, towards the greenhouse effect. Also, more efficient coal-fired stations are being developed, such as the pressurised fluidised bed combustion plant at Grimethorpe in Yorkshire.



Short Circuits



John Jackson (Railway Development Society) threw in a slice of local history whilst cross-examining the CEBG on Day 130. He referred to a Dr. Price, an eccentric inventor who lived at Fyne Court, Broomfield (a country house about seven miles from Hinkley) and who experimented with electricity during the 1800s. He was apparently used as the model for Mary Shelley's "Frankenstein".

In a somewhat convoluted leap of logic to his own hobbyhorse of railways, Jackson asked whether "Dr. Pryce's trend of mad inventions" would be continually sent down "from the Quantocks in a flash of lightning to Hinkley without the Somerset Fire Brigade being able to intervene... or have the Fire Brigade gone to sleep on this issue following this year's tenth anniversary of the 1978 Taunton sleeper train fire?"

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Hinkley C's "security zone" would be fitted with "detection devices" to identify people, it was revealed on Day 135. This emerged because suggested COLA changes to the CEBG's preferred landscaping would have involved a curve in the perimeter fence. The Board said this wasn't on because its detection devices required a "straight line of sight" to operate.

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"Two, four, six, eight, we don't want to radiate" was the chant that briefly interrupted the Inquiry on Day 136.

Approximately a dozen BLAH (Blockade Against Hinkley) members invaded the balcony of the Inquiry hall displaying a banner. After a good deal of shouting from the resident Inquiry policeman PC Andrew Monroe, they were quietly bundled out.

Shortly afterwards a security guard and dog were seen being interviewed for local television. Apparently he and A. N. Other are due to reside at Cannington Court for the foreseeable future... "to guard against anarchist elements".

Working Out The Inquiry

- A set of guidelines has been produced listing subject areas which the Inspector and Assessors think could be covered during final submissions. The six-page document, which covers Topics 1 to 4, is numbered P 113. An addendum will cover Topic 5. Anybody making a final submission is asked to supply a list of Inquiry documents to be referred to in advance.
- The Inspector has asked for any further requests for places for him to visit or look at to be made to the Programme Officer, Keith Parker.

The next Inquirer will be published on July 25th due to the Chernobyl Excursion.

Stop Hinkley Centre On The Road

The weekend before last, Jo Balcombe and myself visited the Glastonbury Festival. We set up shop in a marquee next to Greenpeace with an array of goodies for sale and a petition for objectors to Hinkley C.

While we didn't exactly do a roaring trade in SHE stickers, T-shirt etc, we did manage to collect over 1,000 signatures for the petition. The festival also had a good collection of stalls promoting energy efficiency and renewables, including a stand selling wind generators. Solar panels might have been more appropriate considering the very hot weather.

The day after Glastonbury, I headed for Cardiff and two days of informal sessions. These will be remembered for two days of very hot evidence - literally. The 'Inquiry Hall' was like an oven. Quite how the Inspector and the assessors survived in their suits I will never know!

I shared a table with some of the WANA people who brought along a few of their colourful banners to brighten up the proceedings. They are currently fighting a war on two fronts, with both Hinkley C and the recent announcement about Wylfa B. As if one PWR wasn't enough work!

On the second day in Cardiff, a picture of what Hinkley C will look like, if built, fell off the CEGB exhibition. I was assured that this was not an omen for things to come. Still, let's hope the CEGB can build PWRs better than they can hang pictures!

A note about the week of the Chernobyl visit, July 10-14: the Stop Hinkley Centre will not be open this week. I will be back after the Bristol session.

Stuart Purves

Facilities For Objectors

TRANSCRIPTS

These can be obtained from the Secretariat, cost of weekly posting for four issues £2.00.

LIBRARY

The Public Office at Cannington Court dealing with the Public Inquiry contains the whole gamut of documents being prepared in connection with the PWR proposals.

TRANSPORT

There is a free bus service to and from Cannington, as below.

Use it or lose it!

Tuesday - Thursday		
9.00 am	Taunton BR Station	5.55 pm
9.30	Bridgwater BR Station	5.25
9.40	Inquiry Venue	5.15
9.45	Creche	5.10

N.B. When the Inquiry starts at 9.30 am, all morning bus times are half an hour earlier.

Friday		
8.00 am	Taunton	4.25 pm
8.30	Bridgwater	3.55
8.40	Inquiry Venue	3.45
8.45	Creche	3.40

Creche on Fridays 8.30 am - 4 pm.

CRECHE

People with children under five are welcome to use the excellent creche at Cannington. Open each day of the Inquiry from half-an-hour before proceedings begin. Telephone in advance to book your place: (0278) 653081.

**STOP HINKLEY CENTRE,
CANNINGTON COURT, CHURCH
STREET,
CANNINGTON, BRIDGWATER,
SOMERSET TA5 2HA**
Tel: Bridgwater 652408 Fax: 652459

**The Hinkley Point C Public
Inquiry Secretariat, Cannington
Court, Church Street,
Cannington, Bridgwater,
Somerset TA5 2HA. Tele-
phone: 0278 444005.**

DIARY

The programme is provisional and subject to change, so keep in touch with the Programme Officer, Keith Parker (0278 444005 ext. 128) for up-to-date information.

The Inquiry will not sit during the week July 10 - 14. On July 17 and 18, the Inquiry will move to the Great Hall, Wills Memorial Building, Bristol University. On July 17, it will sit from 1.30 - 5.00 and 6.30 - 9.30 and on July 18 from 9.30 - 1.00 and 2.00 - 5.00.

WEEKS 37, 38, 39

N.B. The starting time is 9.30 am unless otherwise stated, finishing about 5.00 pm. Fridays start at 9.15 am and finish about 3.30 pm.

Tuesday July 4

Procedural matters will be followed by Mr. R. Organ (COLA 54), Mr. J. Murphy and Mrs. M. Lovell (Stogursey Parish Council), Mr. R. Hancock (Kilve Parish Council), Katherine East, Ian Seaton, May Morris, Janet White and Mr. B. Rome (Conservation Society, Bristol Branch) evidence and cross-examination.

Wednesday July 5

Evidence and cross-examination of Roy Pumfrey, Mr. I. Shields, Lynda Stahl,

Philip Keen, Mr. J. Jackson (Railway Development Society), Ceila Hadow, Mr. A. Body and Doreen Marsden.

Thursday July 6

Evidence and cross-examination of Ms. P. Michel, Clive Knox, Ms. S. Vallance, Gillian Pearce, Mr. H. Richards (ECOROPA), Hugh Flatt, Mrs. G. Lee (Sedgemoor Green Party) and Mr. A. Grayson.

Friday July 7

Evidence and cross-examination of Anna Daggart, Elaine Kempson, Ms. V. Smith (Windmill Hill Objectors to Hinkley C), Hazel Barkham, Ms. B. Vallely (Women's Environmental Network), Ron Preddy and Christine Godfrey.

Monday July 10 - Friday July 14

The Inquiry is not sitting

Monday July 17

Bristol Session (see above)

Tuesday July 18

Bristol Session (see above).

Wednesday July 19

Evidence and cross-examination of Mr. N. Mortimer and Dr. T. Jackson (Friends of the Earth), Ms. K. Tunnah (Swansea Friends of the Earth), Dr. J. Rowe (Stop Hinkley Expansion), Mr. B. Edwards (Art Factory) and Peter Lanyon.

Thursday July 21

Mr. C. Wilcock (Department of Energy) evidence and cross-examination on issues related to the privatisation of the electricity industry.

Friday July 22

When examination of Mr. Wilcock is completed it will be followed by Dr. P. Wilmer (CEGB) to be cross-examined by Dr. Barnham of CND on plutonium accountancy.

Tuesday July 25

Procedural matters will be followed by Mr. R. Allen, Dicken Fell, Mr. M. Birkin, Mr. Bedingfield (Friends of Quantock), Mrs. M. Barker (Taunton Labour Party), Elaine Mendoza, David Penney, Mr. B. Rome (Conservation Society), Kitty Little and Robert Green.

Wednesday July 26

Closing submissions by Mr. T. Houghton (Bristol Energy Centre) and Mr. H. Richards (Welsh Anti-Nuclear Alliance).

Thursday July 27

Closing submissions by Greenpeace and Sevenside Campaign Against Radiation.

Friday July 28

Closing submissions by the National Union of Mineworkers and the Irish Sea Project.

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Contributors to this issue:
Crispin Aubrey, Joanna Balcombe,
Danielle Grunberg

GREENPEACE

Elaine Mendoza, Susie Needham
Ron Preddy, Stuart Purves
Chinks Grylls

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