

## **Hinkley Point A Site – Intermediate Level Waste (ILW) skips - Q&A MAY 2019**

### **Q1. How much money will you save by transferring waste from other sites to Hinkley A Site?**

For the ILW skips specifically<sup>1</sup>:

- Using concrete boxes at Hinkley Point A Site rather than DCICs at the sites of origin saves several millions in container procurement costs and likely avoids the construction of at least one Interim Storage Facility (ILW Store) (a further saving of some £Ms).
- Implementing the concrete box solution at the sites of origin would require encapsulation plants at those sites (around £10M each) and the construction of more Interim Storage Facilities (a further saving of some £Ms per store).

More information is given in the application submissions.

### **Q2. Why does the waste need to come to Hinkley A Site A at all? Why can't it stay at its originating site?**

Interim storage of the waste at Hinkley Point A Site will allow for best use of the site's waste management assets, which are used to manage its own waste, specifically the waste packaging and encapsulation plant, and the Interim Storage Facility (ISF).

Under Magnox's plans, none of the donating sites (Dungeness A, Sizewell A or Oldbury) will have these assets because the majority of their waste is already being transported to Berkeley or Bradwell. By moving the remaining waste (skips) to Hinkley A, it will avoid the need to construct waste management assets at these sites, providing significant environmental, safety and cost benefits (see Q1).

### **Q3. How much extra waste will be coming to Hinkley A Site?**

Around 110 pond skips will be imported. As a consequence, we anticipate around 22 additional concrete box ILW packages within the ISF.

### **Q4. How long will the waste be stored on site?**

Once packaged in concrete boxes, the skips will be stored in the site's ISF (along with Hinkley Point A Site's own waste) until the national Geological Disposal Facility (GDF) becomes available.

### **Q5. Can you guarantee that this won't open the flood gates for more waste from elsewhere to be transferred to Hinkley Point A Site?**

Magnox and the NDA continually review strategies (including those relating to waste management) to ensure that plans represent the best and most up-to-date approaches. As such investigation of further optimisation opportunities cannot be discounted. That said, as decommissioning and waste management projects across Magnox continue to progress the number of opportunities available for review continue to reduce. For example plans for the packaging and interim storage of ILW across

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<sup>1</sup> Recent changes to waste strategies across Magnox as a whole save taxpayers around £200m. This saving is made in several ways including not constructing storage facilities at every site and also the change from DCIC's to concrete boxes at some sites.

the English Magnox sites have been extensively reviewed over the past 5-10 years and no further significant modifications to the plans are anticipated.

Hinkley Point A Site's ISF will not have large amounts of storage space available to receive more packages and any further proposals would require planning permission from Somerset County Council.

**Q6. What process needs to be followed to allow this to happen?**

To enable Magnox to implement the proposals a number of permissions and consents are required. Regulatory agreement is required from both the Office for Nuclear Regulation and also the Environment Agency. In addition planning permission is required from Somerset County Council (the Waste Planning Authority) under the Town and Country Planning Act 1990 (TCPA). Following discussion with Somerset County Council Magnox intends to apply for permission both to import the skips for packaging and for interim storage. The submissions will be made mid-to-end of May 2019.

**Q7. Will the transfer of waste to Hinkley A Site mean lots more lorry movements on the roads – how many deliveries are we looking at?**

Including skips, grout mix and empty concrete box deliveries, in total there would be just under 50 HGV deliveries (just under 100 vehicle movements). If spread over three months (the shortest likely period), the average would be less than one delivery per day (less than two HGV movements per day).

**Q8. Will we receive any community benefit for receiving other sites' waste?**

Having assessed the environmental impacts, and considered the relevant local and national policies (including the NDA strategy), it is the view of Magnox and our appointed planning consultants that there is no substantiated case for statutory community benefit in relation to the proposals. These views are based on:

- there being no change to the purpose of the store on site;
- no additional floor-space being created;
- the minimal change compared to the number packages already to be contained in the store; and
- the small environmental impact of the proposals (see Q7).

Notwithstanding this view, it should be noted that there are other mechanisms, outside planning legislation and policy, already in place to ensure that the community hosting an NDA facility can receive social and economic benefit, such as the Magnox socio-economic scheme. These measures fall within NDA's statutory duties under the Energy Act 2004.

**Q9. Why do you keep changing your plans?**

Magnox and the NDA continually review key strategies (including those relating to waste management) to ensure that plans represent the best and most up-to-date approaches. This ensures that tax-payers' money is spent as wisely as possible whilst ensuring the safety of the workers, public and environment.

**Q10. What happened to the decontamination for metal recycling idea?**

The decontamination trials were not successful in allowing all-of-the skips components to be recycled. Decontamination of all the ILW skips would generate relatively high activity ILW millings and more metal would likely be used in the disposal containers for the metal millings (swarf) arising from the decontamination process than can be recovered by the process.