News story: Record-breaking turbines leave Wylfa

The last remaining Proteus Gas Turbines in use anywhere in the world were stood down on 20 January 2018 after 47 years of faithful service

Wylfa is seeking a new home for 5 ageing back-up generators whose illustrious cousin, the Rolls-Royce Proteus Gas Turbine Generator, famously powered Donald Campbell's Bluebird CN7 as it smashed the world land speed record in 1964.

The first 4 generators, each capable of 3MW output, provided essential standby electricity in the event that normal supplies were lost.

In 1983, a fifth Proteus turbine was installed to provide additional power to Wylfa's Secondary Dry Store Cells, used to hold spent nuclear fuel after being removed from the reactors.

They were believed to be the last remaining Proteus Gas Turbines in use anywhere in the world but, after 47 years of faithful service, they were stood down on 20 January 2018.

When electricity generation at Wylfa ended in 2015 the site's Electrical Overlay System was capable of providing back-up electricity supplies and there was no further need for the gas turbines.

The Proteus engine has a distinguished history: having seen naval service in fast torpedo boats, powered the Bluebird CN7 car used by Donald Campbell to break the world land speed record in 1964, powered cross-channel hovercraft until 2000 and provided essential supplies to Magnox's Oldbury Power Station in Gloucestershire.

The gas turbines will be disconnected and all potential hazards removed, such as oils and batteries, before the asset disposals team sets about finding them a new home.

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News story: Liquid waste made safe

Highly radioactive liquid, known as raffinate, has been stored in tanks for around 20 years after being produced as a by-product of Prototype Fast Reactor (PFR) fuel reprocessing.

A project is underway to reduce the risk by filling more than 30 drums with 15,000 litres of solid waste as part of an initial commissioning process.

Project Manager, Stuart Andrew, explained:

> One of the reasons that this material is so hazardous is because it is in a mobile, liquid form.
>
> We are taking an exact amount of liquid waste from each tank to create a consistent blend. It is then mixed with cement, pulverised fuel ash and lime powders to create a stable solid waste package.

Waste Director Sam Usher added:

> This is probably our highest single remaining hazard at Dounreay. Safely and compliantly creating the first solid waste drums is a huge achievement for the team and a major step forward as we deal with the site's legacy hazards.

It has taken almost 2 years to modify the plant and equipment which was previously used to process more than 230m³ of Dounreay Fast Reactor raffinate.

Up to 100 drums are expected to be produced in the next few months, as part of the first phase of this programme, with all PFR raffinate expected to have been processed within the next 5 years.

Mark Raffle, Lead Programme Manager from the Nuclear Decommissioning Authority, said:

> Immobilisation of this highly radioactive liquid will be a significant step towards reducing the remaining hazards at Dounreay.
>
> Completion of this work will enable decommissioning of the major facility where the material is currently stored, moving the site closer towards its interim end state.

Suppliers are being asked to express their interest in a contract to construct an extension to the facility where the waste packages will be stored – in accordance with the Scottish Government's higher activity radioactive waste policy. The multi-million pound project is expected to begin later this year.

Notice: EX17 1HN, Graphic plc: environmental permit issued

The Environment Agency publish permits that they issue under the Industrial Emissions Directive (IED).

This decision includes the permit and decision document for:

- Operator name: Graphic plc
- Installation name: Down End
- Permit number: EPR/PP3239RN/A001

Press release: Mucking in together in Tyneside

Around 80,000 cubic meters of soil, that's enough to fill 32 Olympic sized swimming pools, is being reused to help form the embankments on a nearby scheme.

By reusing this material it will benefit both schemes by reducing vehicle movements and costs. Transporting the soil will involve more than 10,000 lorry movements totalling over 60,000 miles.

The A19 Coast Road scheme is digging deep to remove the earth to form an underpass, creating the first triple decker roundabout in the North East.

As the soil is removed it will be transported to a site in Wardley where it will be stored to create the embankments for the A19 Testo's scheme.

Highways England's project manager for the A19 Testos scheme Paul Ahdal said:

> This is just one of the many examples where Highways England is re-using materials which will not only reduce costs but also provide environmental benefits for both schemes.
>
> Both of the schemes will provide smoother journeys for drivers along the A19 as they will no longer needing to negotiate the roundabouts. Work on the A19 Coast Road involves digging out an underpass and the A19 Testo's involves creating a flyover structure over the roundabout. The excess soil will be used to form the embankments for the Testo's scheme which is due to start in 2019 in the same year Coast Road is due to be completed.

This is just one of the ways the A19 Coast Road team is re-using or recycling excess material from site in line with Highways England's Sustainable Development Strategy.

Around 250 tonnes of the old road surface has been donated to Benton Quarry Park in Benton and 160 metres of steel fence from the central reservation has been donated to Stephenson Railway Museum in North Shields.

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.