

Agenda – Transport Forum – 25 November 2021

1. Welcome and introductions
2. Meeting note and matters arising from the Forum held on: 22 July 2021 - (Chair)
3. Project Progress Update - (Andrew Goodchild, EDF)
4. Update from Transport Review Group – (Carolyn Morgan, EDF)
5. Combwich Wharf and Wider Transport Updates - (Brian Buckingham and Andrew Wagstaff, EDF)
6. Any other business - (Chair)
7. Date of next meeting: Thursday 17 March 2022 at 6pm

Pre-Submitted Questions

Gary Perrett, Sustrans

- Can you provide us with details of the 'Stear Peninsula Cycle Route' project position & timescales? And more particularly, do you still intend to hold separate meetings with the local parishes/interested parties to thoroughly consider all the major project design proposals & general concerns?

Sue Goss, Stogursey Parish Council

- Request for a general update on the proposed Cycle path from Steart to HPC .

Roy Pumfrey, Stop Hinkley

- On faster work on Unit 2 versus Unit 1 - As U2 is nominally twelve months ahead of U2, placing a ring section on U2 eleven months after the same on U1 is only 8% quicker. Surely building rings 25% faster is irrelevant if they're not in place 25% sooner and other factors are in fact causing further delays?
- Big numbers are all very well but it would be more useful if the '£3.5billion spend in South West' was broken down to the nearest 10% to show how that figure was arrived at. Please would you provide, as an afternote if more appropriate?

Item 3: Project Progress Update

Andrew Goodchild

Planning Manager

Progress Update

Since the Main Site Neighborhood Forum.....



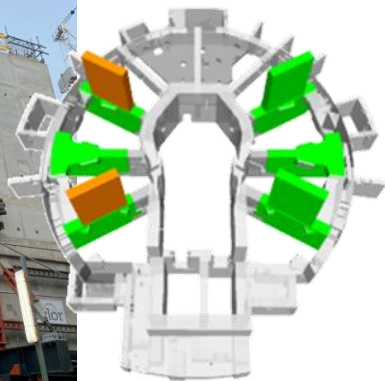
- Big Carl has now placed the **first huge steel ring section into unit 2**. It occurred 11 months after the same operation on the first reactor.
- The **ring was built 25% more quickly than the same part on unit one**, requiring thousands of hours less labour to manufacture.
- **Acceleration into MEH Phase** – 2022 will see work on 500+ rooms.
- **Further progress taking place off site** with suppliers across the UK and abroad. For example – the manufacture of the polar crane in Spain and the frames to support the intake heads in Scotland. Closer to home, elements of the electrical systems are being manufactured in Bridgwater.

Progress Update

Since the Main Site Neighborhood Forum.....

Radial walls installed

- The first of six heavy radial walls have been installed into Unit 1. The 207 tonne structure was manufactured in HPC's pre-cast yard before being lifted into position.
- The walls will segregate the steam generators and reactor coolant pumps within the Reactor Building.



Turbine rotor delivered

- The first low pressure rotor, which will form part of the World's largest turbine, has been safely delivered to Avonmouth.
- The 13m x 5m rotor arrived from GE's Belfort facility in France, via Rotterdam.
- There are three LP rotors per turbine which are key components of the power production equipment in the Turbine Hall (HM). The delivery was 12 months in the planning by a core project team of Osprey, EDF and GE



Covid-19 – Protecting the Community and Workforce

- Levels of HPC positive cases and self-isolations align with national trends.
- PHE have confirmed that Hinkley Point C is not linked to a spike in Sedgemoor.
- Vaccination is strongly encouraged – vaccination clinics have been taking place at site.
- We will continue to move to a **“Covid Managed Site”** throughout November. **All staff will have to be fully vaccinated or take part in regular testing in order to access the site.**

HPC has excellent controls and extensive workforce testing. Local cases appear to reflect social transmission in the main, with very little evidence of transmission on site.

Public Health Somerset



Hinkley Point C continues to operate its testing centre

Combwich Wharf

- Major construction works are now **complete**.
- The Somerset Infrastructure Alliance are now the principal contractor at the Wharf and have recently **completed resurfacing work on the main access road**.
- As we look towards deliveries commencing, we will be completing the **electrical connections and permanent acoustic fencing**.
- **Dredging will be a regular ongoing activity** once we commence marine operations and will run approximately every 6 weeks.
- We will continue to notify residents in the surrounding area of rolling road closures as training and operational deliveries take place.

Temporary bypass lane

- To support future deliveries, we will be building a bypass lane adjacent to the Private Access Road. The bypass will enable Self Propelled Modular Transports (SPMTs) to park on the private access road, allowing other operational vehicles to bypass around them to enter the wharf area.

More detail to follow later.....



Dredging and Disposal Activities

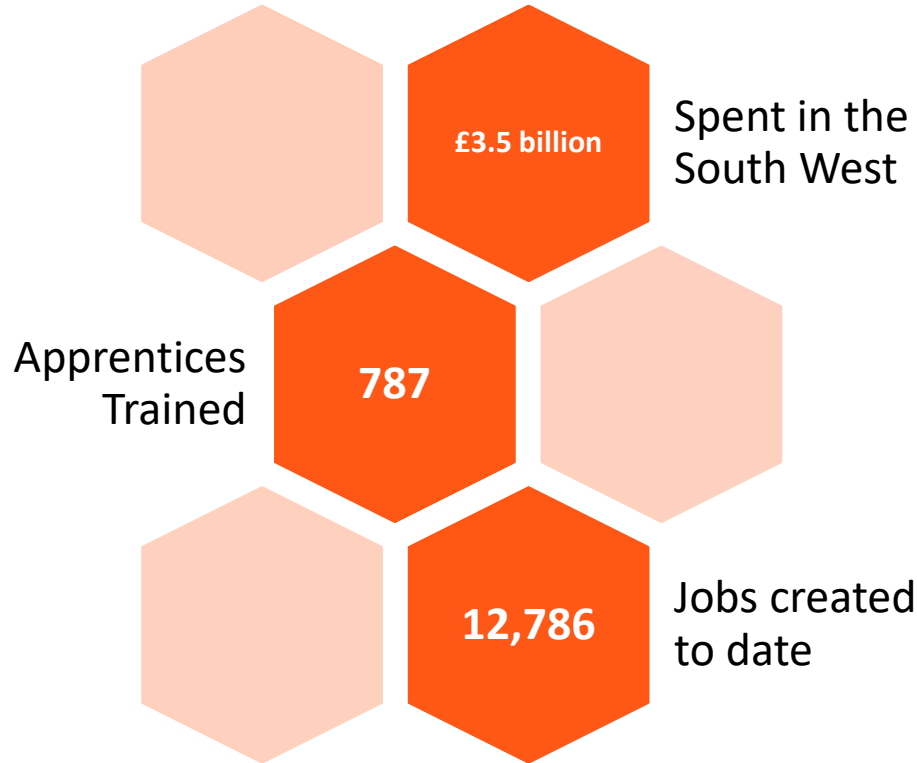


- Hinkley Point C resumed mud dredging as part of works to install cooling water intakes in the Bristol Channel.
- The mud was found to be no different from mud elsewhere in the channel and comprehensive testing has shown that it poses no harm to people or the environment.
- **Our contractors have now completed the main dredging and disposal** of mud at the licensed disposal site at Portishead.
- **Some further maintenance dredging will be required in Spring** of next year ahead of the placement of the heads for the cooling water system.



Delivering Socio – Economic Benefit

- The project continues to **meet and exceed** its targets for social and economic benefit for the local area.
- **New jobs available and new training facilities** will mean that local people can benefit, no matter their skill level or current position.



Revised Travel Arrangements

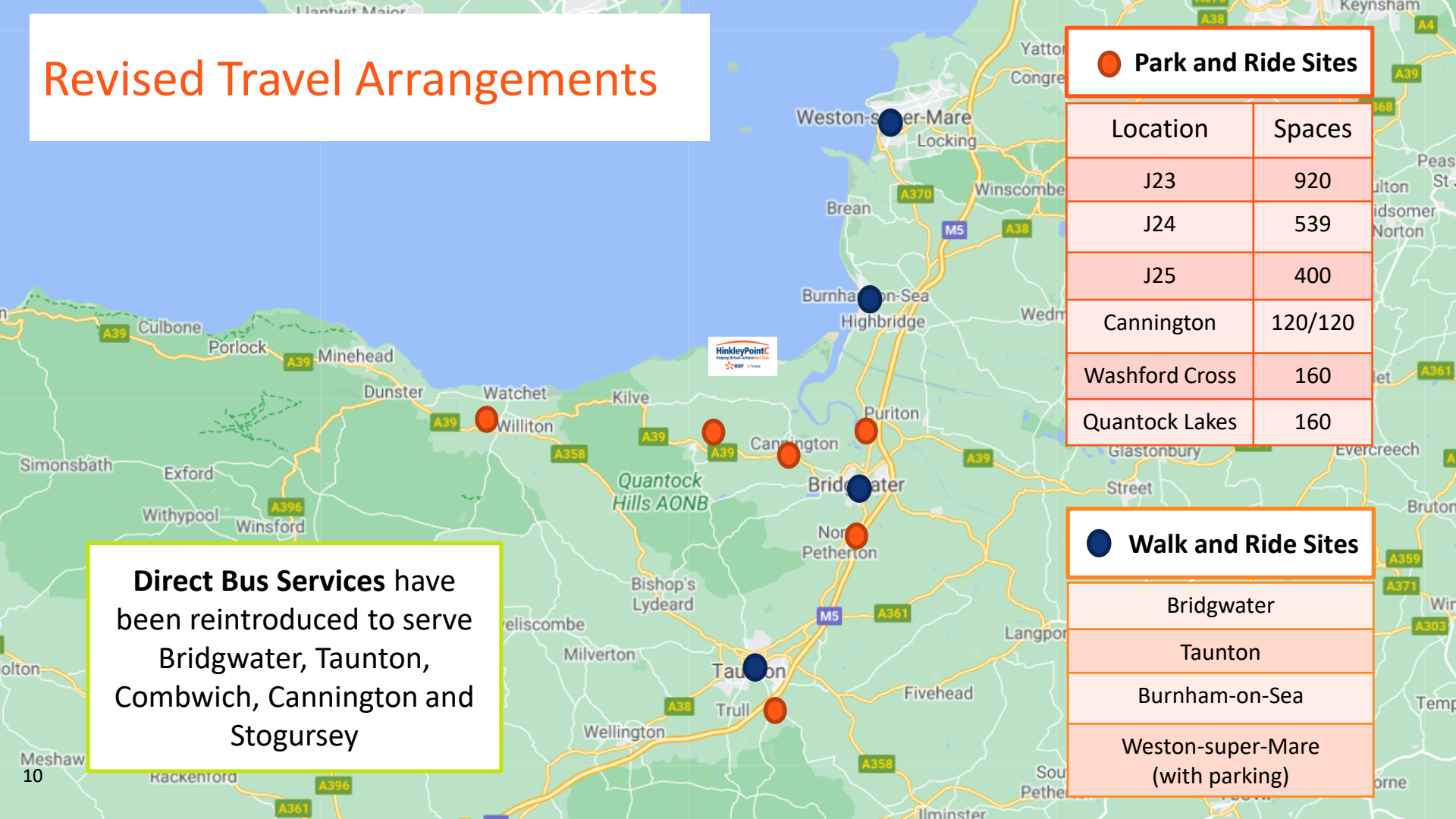
● Park and Ride Sites

Location	Spaces
J23	920
J24	539
J25	400
Cannington	120/120
Washford Cross	160
Quantock Lakes	160

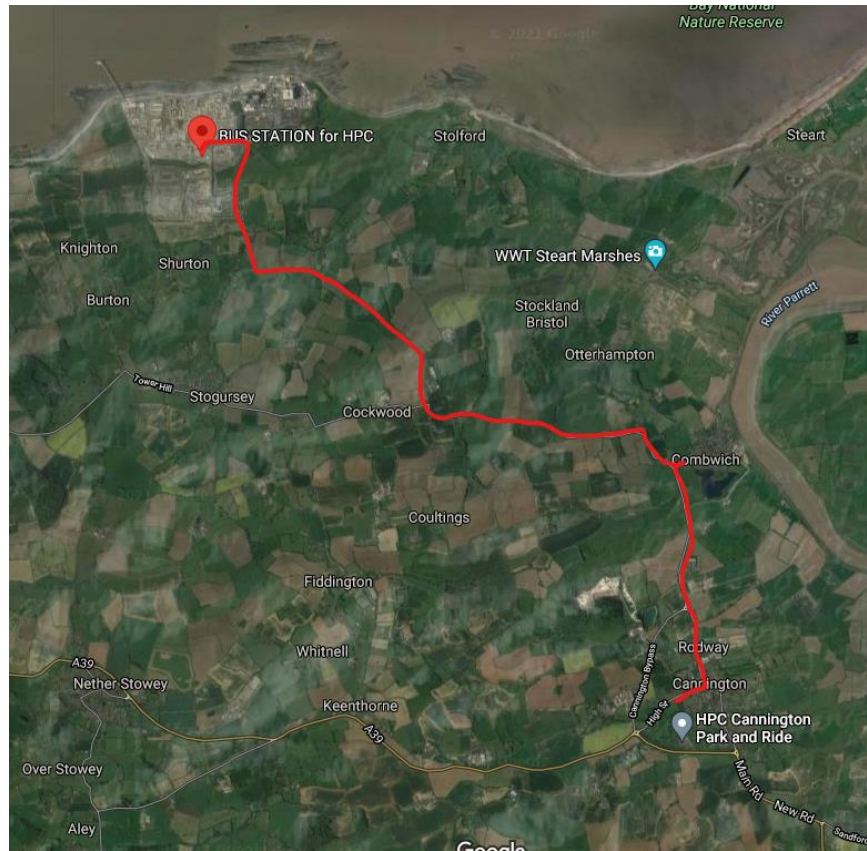
● Walk and Ride Sites

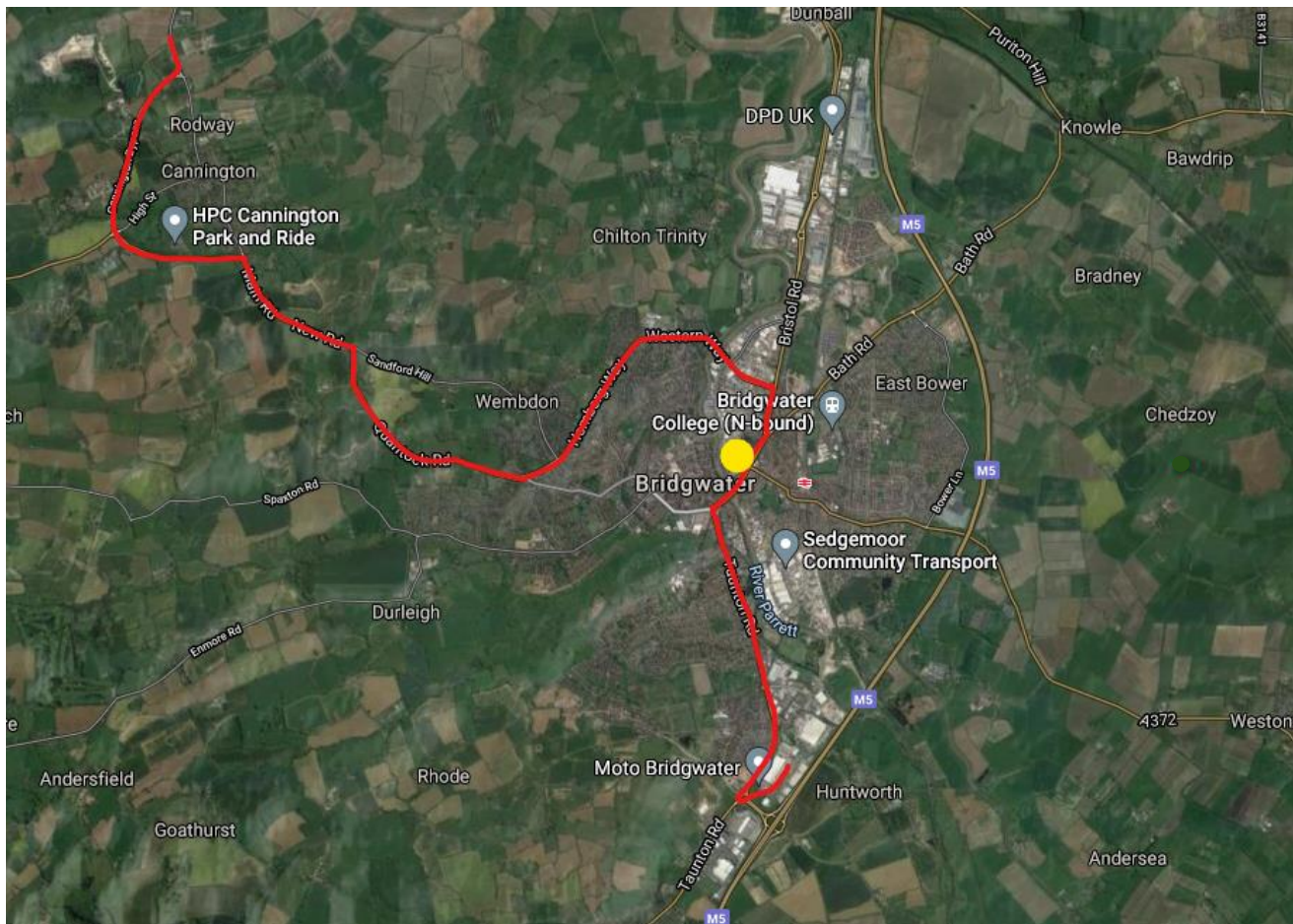
Bridgwater
Taunton
Burnham-on-Sea
Weston-super-Mare (with parking)

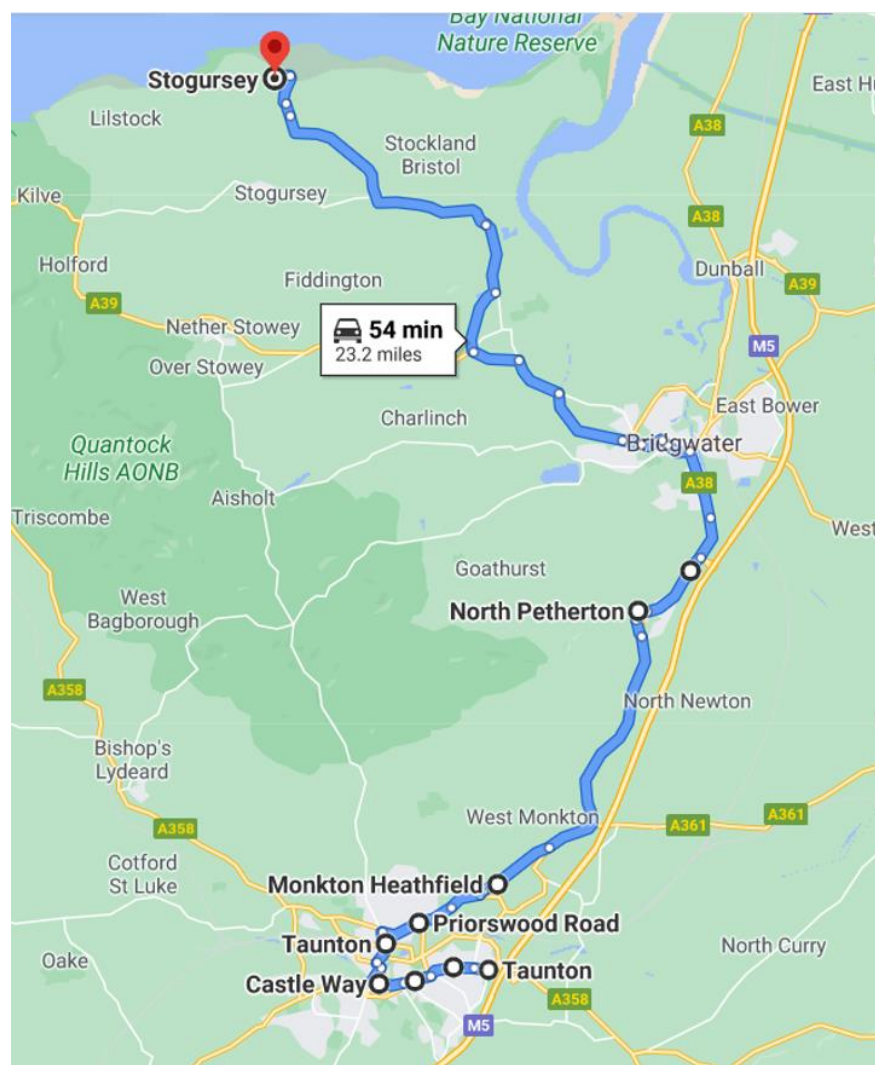
Direct Bus Services have been reintroduced to serve Bridgwater, Taunton, Combsich, Cannington and Stogursey











Item 4: Update from Transport Review Group

Carolyn Morgan

Transport Planning Lead

Transport Review Group Quarterly Report

2021 Q3– Transport Forum Summary R1

Transport Review Group Quarterly Report

- This presentation provides a summary of the Transport Review Group Quarterly Report for July to September 2021 (Q3):
 - Construction Workforce Travel Plan (CWTP); and
 - Construction Traffic Management Plan (CTMP).
- Presented to the Transport Review Group (TRG) on 18th October 2021.
- This presentation is for information to the Transport Forum.
- Transport Forum is responsible for collating views from the public and forms the key link between the TRG and the wider community and provides an indication of the HPC transport issues that are impacting the general public.

10001664 FINAL
Revision 01
Company Document
TRANSPORT REVIEW GROUP QUARTERLY REPORT 2021 Q3
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HinkleyPoint
Building Britain's Future

HPC COMPANY DOCUMENT

COMPANY DOCUMENT
TRANSPORT REVIEW GROUP QUARTERLY REPORT
2021 Q3

Revision	01
Date of Issue	Refer to EDRMS
Document No.	10001664
Status	03 - 01 FOR INTERNAL REVIEW AND COMMENT
Next Review Date	Next Review Date*
Owner & Approver	Catherine Morgan
Technical Reviewer	Andrew Goodhead
Author	Catherine Morgan

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Construction Workforce Travel Plan (CWTP)

Final Journey to HPC	Target	Q3 (22/09/21) Workforce	%	Q2 (22/06/21) Workforce	%
Walk	9%	575	9.9%	585	10.3%
Cycle	0%	27	0.5%	34	0.6%
Motorcycle	0%	76	1.3%	66	1.2%
Car	4%	207 (181 on own & 26 car sharing)	3.6%	204 (156 on own & 48 car sharing)	3.5%
HPC Bus Service	87%	4,905	84.7%	4,802	84.4%
Total	100%	5,790	100%	5,691	100%

Construction Workforce Travel Plan (CWTP)

- Final Journey to HPC Site (last Quarter)



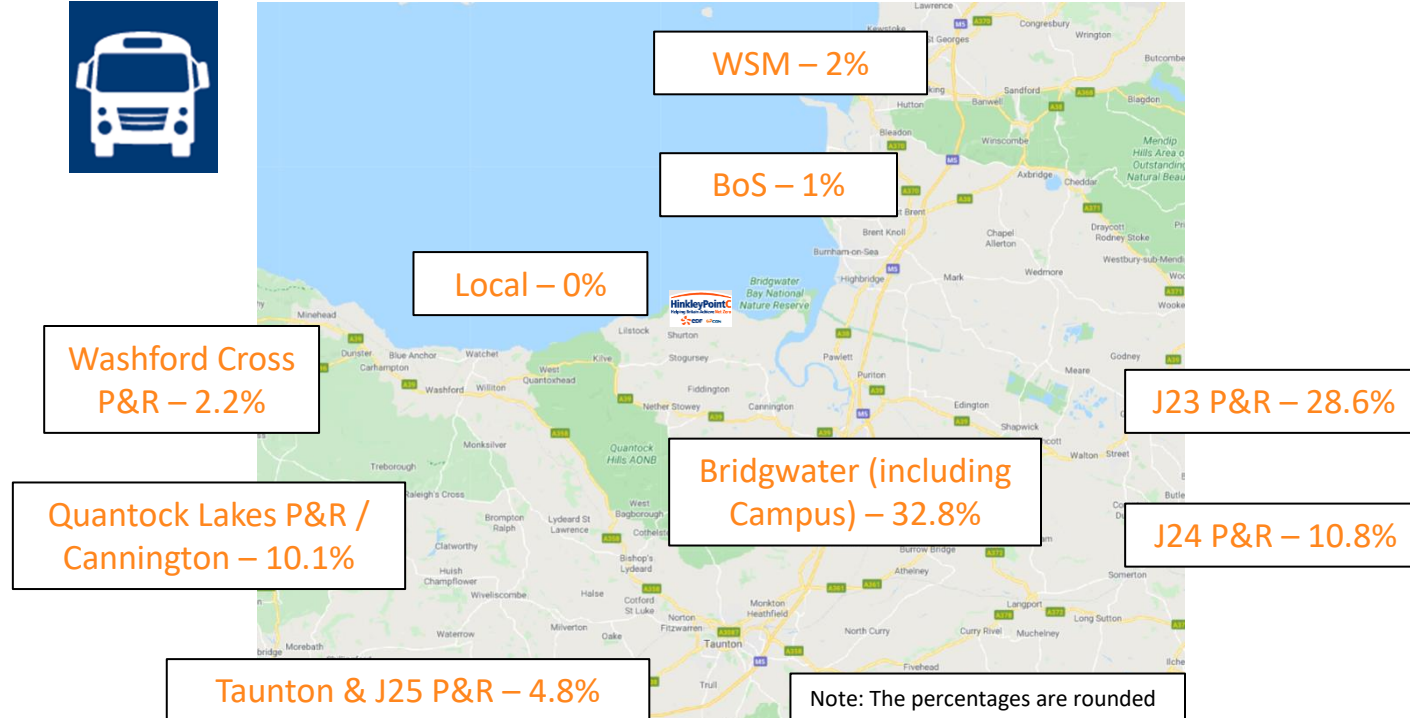
84.7%



9.9%

Construction Workforce Travel Plan (CWTP)

- HPC Bus Passengers from Key Locations (last Quarter)



Construction Workforce Travel Plan (CWTP)

HPC Helpline Complaints	Q2		Q3	
Fly Parking complaints received by HPC Helpline	15 (all followed up below)		88 (all followed up below)	
HPC Worker not Fly Parking	4	27%	5	5%
HPC Worker Fly Parking	8	53%	26	27%
Not a HPC Worker	3	20%	67	68%

Construction Traffic Management Plan (CTMP)

- HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes – Q3

HGV Movements	DCO Cap (Movements)	Average Daily Movements	Maximum Movements on any day (Mon-Fri)	Maximum Movements on any day (Sat)
HGV Movements	500 Average 750 (Mon to Fri) 375 (Sat)	169	293	45
HGV Route 1 (J23)	450	132	231	45
HGV Route 2 (J24)	300	42	72	0

Construction Traffic Management Plan (CTMP)

- Time Restrictions - HGV Movements (Q3)

HGV Movements	DCO Cap (Movements)	Average Daily Movements	Maximum Movements on any day (Mon-Fri)	Maximum Movements on any day (Sat)
07:00 - 07:59	40	12	20	14
08:00 – 08:59	30	17	27	12
09:00 – 09:59	50	17	32	4
10:00 – 10:59	No CAPS	19	31	4
11:00 - 11:59		21	41	8
12:00 – 12:59		17	35	10
13:00 – 13:59		17	31	6
14:00 – 14:59		19	36	1
15:00 – 15:59		18	36	1
16:00 – 16:59	50	11	22	1
17:00 – 17:59	40	5	23	1
18:00 – 18:59	40	3	14	1
19:00 – 21:59	No CAPS	2	5	0

Construction Traffic Management Plan (CTMP)

- 39 breaches (0.31% of total HGV movements) during Q3
 - *0 HGV outside of permitted delivery hours*
 - *0 HGV over permitted time limit*
 - *39 HGVs deviated from the approved route*
 - *0 HGV deviated from HGV route and outside of permitted delivery hours*

Construction Traffic Management Plan (CTMP)

- Q2(average):

Daily HGV Movements	Daily HGV Deliveries
201	114

(below 500 DCO average Limit)

- Q3 (average):

Daily HGV Movements	Daily HGV Deliveries
169	88

(below 500 DCO average Limit)

- Forecast Q4

Daily HGV Movements	Daily HGV Deliveries
240	120

Item 5: Combwich Wharf and Wider Transport Updates

Brian Buckingham

Freight Service & Area Manager

HPC Muster Port

- What is a Muster Port?



HPC Muster Port

- What are we going to be doing and for how long?



HPC Muster Port

....before being loaded to a barge and heading to Combwich



Combwich Wharf

Progress Update – works completed so far

Completed the major constructions works

- Demolition of existing quay
- Piling to a depth of 24m
- 32 piles installed
- 9 x Tie bar connections @ 20m length
- 9 x Sheet Piles installed
- 300cum of reinforced concrete slab



Progress Update – works completed so far

- Hochtief (UK) have now left site and been replaced by Somerset Infrastructure Alliance (SIA)
- Surfacing across the Abnormal loads Quay completed.
- Installed new mooring chains & lines into the Pill area
- Upgrade of marine infrastructure ladders.
- Removal of navigational hazard (Trelex fender on Dolphin F)
- Install Palisade Fencing by 23 Oct 21
- Tranche 1 of Acoustic fencing Completed (part of DCO requirement to produce a Noise Mitigation Plan)



Remaining Works & Timelines

Remaining work includes;

- Install Electrical connection to remove dependence on multiple generators.
- Tranche 2 of Acoustic fencing by mid Dec 21
- Commence install Fenders by mid Dec 21
- We anticipate that all wharf construction works will be finished by mid Jan 22.

Current construction activity is permitted to take place between the following times;

- Monday to Friday – 0800 to 1800
- Saturday – 0800 to 1300 (**not currently utilised and will be scheduled only if required**)

The workforce may complete start-up and shut-down activities outside of these hours.

Future activities

- We intend to reinstate the coastal path right of way to its original route.
- We are working with the Port of Bristol to scope the safe removal of Dolphin F in 2022 and this will require an MMO Licence to be granted. Stakeholder engagement with the PofBw has already commenced.
- Dredging will be a regular ongoing activity.

Temporary Bypass lane

To support these immediate deliveries, we will be building a bypass lane adjacent to the Private Access Road. This is a temporary measure which will be in place for construction only. The bypass will enable SPMT's to park on the private access road, allowing other operational vehicles to bypass around them.



Marine Operations: Planning

- The next phase of our project will be the start of Marine Operations from 01 Dec 21.
- In all our planning we have been guided by the simple principle that we must fully comply with the DCO conditions for marine operations at Combwich Wharf. These include conditions such as:
 - Condition 2 – Impact on bird population and monitoring
 - Condition C3 – Impacts on bank and flood defence integrity
 - Condition 9 – Delivery Management
 - Condition 10 – Temp Lighting only to provide a safe working environment.
 - Condition 16 – Planning for optimum tidal delivery windows.
 - Condition 17 – No vessel arrival or departure between the hours of 22:00 and 06:00.
 - Condition 18 – No use of generators between 23:00 and 07:00.

Note condition 17 & 18 can be adjusted by prior consent from Sedgemoor District Council.

Deliveries

- We will utilise only 14% of 706 available tides every year and is determined by tide height & DCO conditions.
- We will comply with the strict operating hours at Combwich Wharf for Loading & Unloading vessels:
 - Monday to Friday from 07:00 to 19:00 hours
 - Saturday from 07:00 to 13:00 hours
 - Sunday No marine operations permitted.

Safety

Conducting safe operations is key to our success and we will ensure that all Risk Assessments and

Method Statements are reviewed prior to operations commencing to ensure the safety of personnel and protection of the environment.

All persons including staff, contractors and visitors will be provided with adequate safety information, instruction, training and supervision.



Vessel arriving at HPC On-Site Jetty

Thank You