

Welcome

Agenda – Transport Forum – 17th March 2022

1. Welcome and Introductions
2. Meeting note and matters arising from the Forum held on: 25th November 2021 - (Chair)
3. Project Progress Update - (Andrew Cockcroft, EDF)
4. Update from Transport Review Group – (Carolyn Morgan, EDF)
5. Transport Update - (Brian Buckingham / Andrew Wagstaff, EDF)
 - Combwich Wharf
 - The Steart Bridleway
 - Flyparking Controls
6. Any other business - (Chair)
7. Date of next meeting: Thursday 14th July 2022 at 6pm

Item 3: Project Progress Update

Andrew Cockcroft

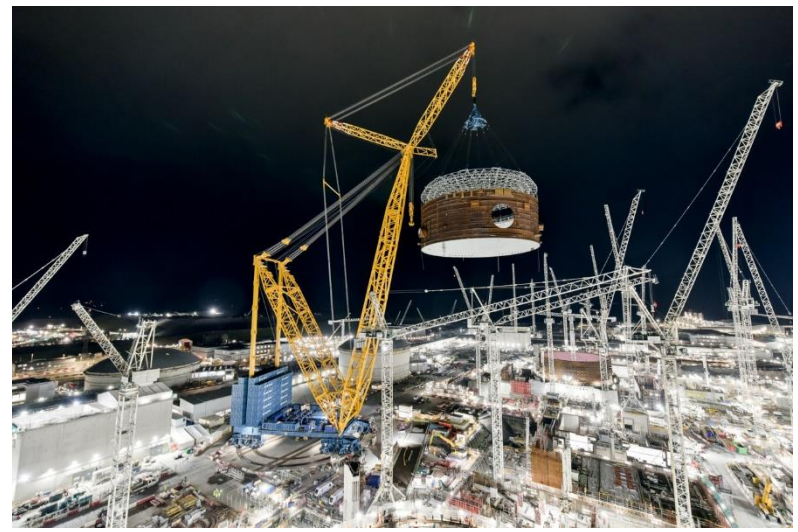
Senior Manager – Community Relations

Covid-19 – Developing Our Response

- Vaccination uptake as whole is high and we continue to encourage everyone to get their booster vaccinations.
- HPC is now the first construction Site in the UK to be able to deliver our own vaccination clinics. Our nurses have undergone specific training to prepare them. We thank Public Health England and the NHS.
- We continue to operate as a Covid Managed Project – accessing site by providing vaccination status or negative test result.
- Assessment of changes driven by the Government strategy of “living with Covid-19”



Progress Update



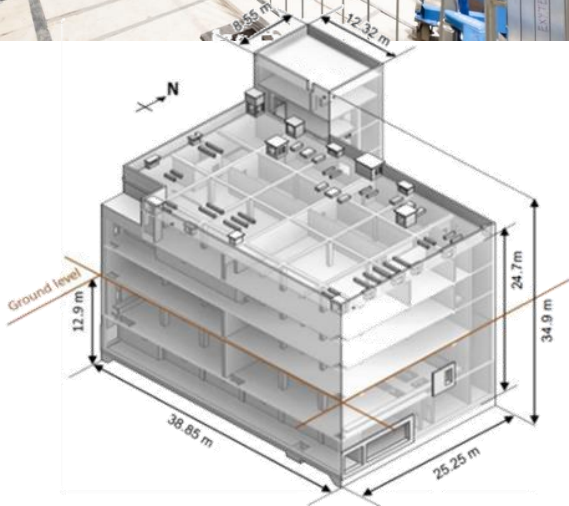
- Hinkley Point C's first reactor building is now 17-metres taller.
- Unit 1's second 347-tonne liner steel ring was lifted onto the Unit 1 reactor building, which now stands at more than 32 metres tall.



Progress Update - MEH



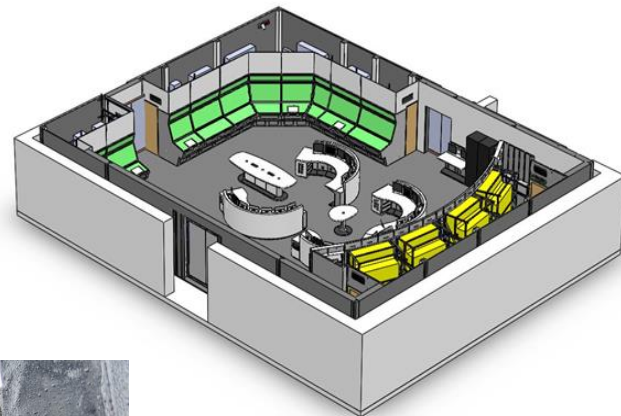
Left and Above: Handover of electrical building to the MEH Alliance and the start of the manufacture of back-up MEH instrument and control cabinets.



Left: The main electrical building is one of HPC's most complex. It will house key electrical equipment for power distribution across the Site and essential in connecting HPC to the grid.

Progress Update - MEH

- The plant's **Main Control Room** is installed in the Nuclear Island **Safeguard Building**.
- It houses the **instrumentation & control** systems for the new power station
- The control room is housed in a **structural steel 'box-in-box'**.
- The **'box-in-box' design protects against:**
 - Seismic events or mechanical vibrations – it is suspended on 18 vibration dampers that connect it to the enclosing concrete cell.
 - Background noise
 - Atmospheric contamination – the MCR is served by dedicated filtered HVAC that ensures the atmosphere inside remains habitable.





The Framatome Warehouse



Key Facts:

- Will function as an office, material handling, storage and workshop facility. It
- Represents the first permanent building to be completed.
- Steel framed warehouse clad with insulated panels and took 28 months to build.
- The building houses its own internal gantry crane – allowing the movement and storage of large-components.

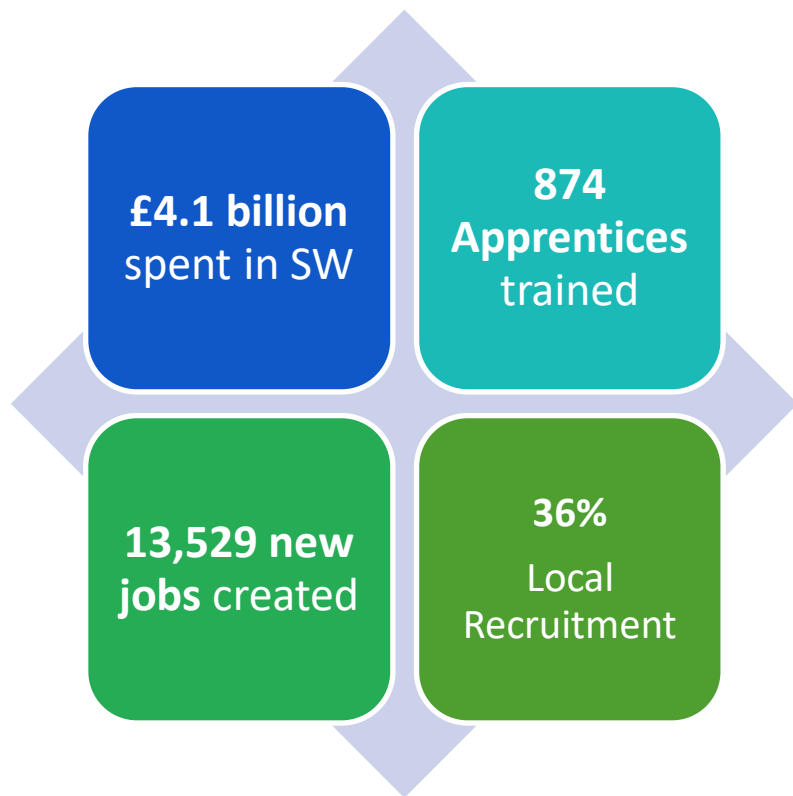
Use:

- **Construction Phase** - store and prepare important components to be installed by Framatome at the heart of the plant including Instrumentation, Control Panels and Safety Valves.
- **Operational Phase** - store large strategic components, which will be used in servicing and as critical spares for outages.



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.



Above: The first candidates from the HSO bronze programme have completed their training. **£8 million has now been invested into Centres of Excellence.**

The year ahead.....

- Around 217,000m³ of structural concrete will be poured – averaging 80 pours per week. **That is over double the number poured each week in 2021.**
- **The MEH alliance will begin work on c.500 rooms** – ramping up their workforce in the process.
- **We'll pass 50% of all our equipment deliveries to Site** – that's more than 1,000 in 2022.
- **Key areas of activity;**
 - Continued ramp up of civils and MEH.
 - Work will begin on the main control room.
 - The simulator building will be transferred to the pre-operations team.
 - Progress on marine works, including installation of intake heads.



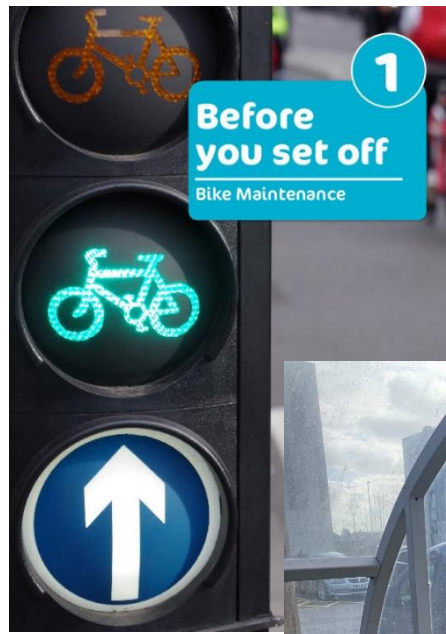
Associated Developments

Cycle Safety

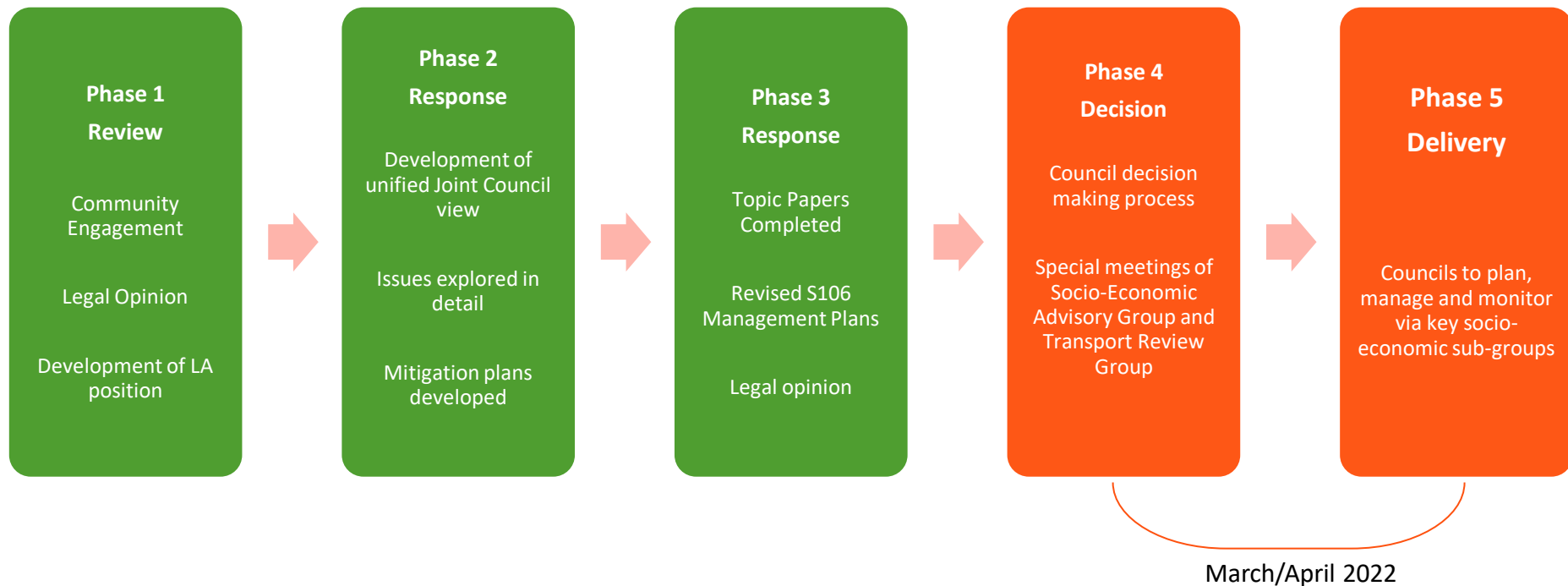
Actions are being taken to improve signage and educate the workforce on site to avoid dangerous cycling in pedestrianised areas.

Bridlepath Widening

Over the next month, TCI will be making improvements to the bridlepath by the Hinkley campus. This will make it wider and more suitable underfoot / wheel.



Workforce Uplift



Application for DCO Material Change

Hinkley Point C's initial Development Consent Order was granted by the UK government in March 2013. Since that time, there have been a number of *non-material* changes to the plans for the new power station including the recently approved one in December 2021, but no-changes that have constituted a full *material change* to the original DCO have occurred.

Later this year, we will be submitting a material change application that will include;

- Permission to remove the requirement to install an **acoustic fish deterrent system**.
- A change in the method of **spent fuel storage from “wet” to “dry”**.
- Changes to the plot plan to accommodate a **relocated and re-designed Meteorological Mast**.
- Permission to **retain the existing Temporary Substation** as a permanent feature to supply electricity to HPA and HPB.
- The **addition of four new structures to house sluice gates** and lifting beams which would be used during outages.

As a material change, a full public consultation will take place with the public and all statutory consultees in advance of the application submission. We expect the **consultation to begin in May 2022**



The change in spent fuel storage method would mean Hinkley Point C would have the same storage as Sizewell B – pictured above.

Thank You

Item 4: Update from Transport Review Group

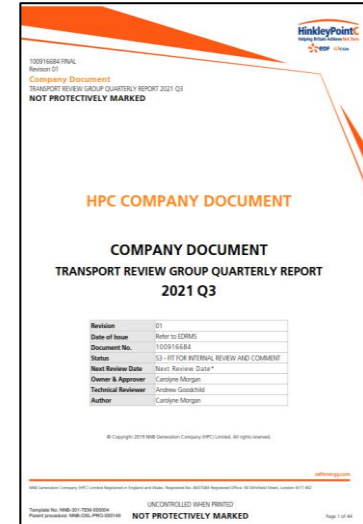
2021 Q4 – Transport Forum Summary R1

Carolyne Morgan

EDF

Transport Review Group Quarterly Report

- This presentation provides a summary of the Transport Review Group Quarterly Report for October to December 2021 (Q4):
 - Construction Workforce Travel Plan (CWTP); and
 - Construction Traffic Management Plan (CTMP).
- Presented to the Transport Review Group (TRG) on 8th February 2022.
- 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.



Construction Workforce Travel Plan (CWTP)

Final Journey to HPC	Target	Q4 (12/01/22) Workforce	%	Q3 (22/09/21) Workforce	%
Walk	9%	457	8%	575	9.9%
Cycle	0%	27	0.5%	27	0.5%
Motorcycle	0%	43	0.8%	76	1.3%
Car	4%	187 (148 car drivers and 39 passengers)	3.3%	207 (181 on own & 26 car sharing)	3.6%
HPC Bus Service	87%	5,095	87.5%	4,905	84.7%
Total	100%	5,809	100%	5,790	100%

Construction Workforce Travel Plan (CWTP)

- Final Journey to HPC Site (last Quarter)



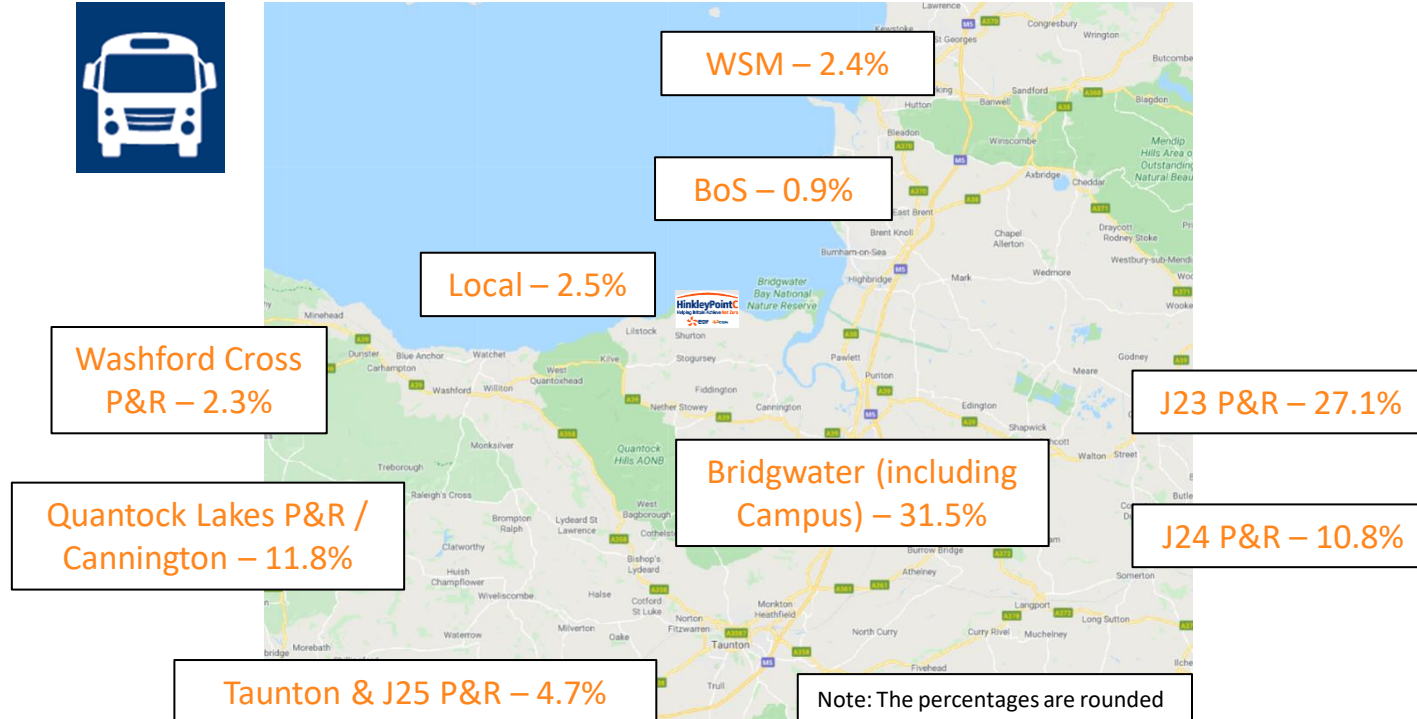
87.5%



8%

Construction Workforce Travel Plan (CWTP)

- HPC Bus Passengers from Key Locations (last Quarter)



Construction Workforce Travel Plan (CWTP)

HPC Helpline Complaints	Q3		Q4	
Fly Parking complaints received by HPC Helpline	98 (all followed up below)		214 (all followed up below)	
HPC Worker not Fly Parking	5	5%	12	6%
HPC Worker Fly Parking	26	27%	46	21%
Not a HPC Worker	67	68%	156	73%

Construction Traffic Management Plan (CTMP)

- HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes – Q4

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)	207	329	116
HGV Route 1 (J23)	450	127	224	116
HGV Route 2 (J24)	300	73	135	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	14	21	13
08:00 – 08:59	30	17	28	21
09:00 – 09:59	50	22	38	13
10:00 – 10:59	No CAPS	24	39	19
11:00 - 11:59		22	42	9
12:00 – 12:59		22	40	9
13:00 – 13:59		21	38	17
14:00 – 14:59		23	38	7
15:00 – 15:59		20	45	7
16:00 – 16:59	50	13	28	1
17:00 – 17:59	40	6	14	0
18:00 – 18:59	40	3	10	0
19:00 – 21:59	No CAPS	2	4	0

Construction Traffic Management Plan (CTMP)

- 38 breaches (0.28% of total HGV movements) during Q3
 - *0 HGV outside of permitted delivery hours*
 - *0 HGV over permitted time limit*
 - *38 HGVs deviated from the approved route*
 - *0 HGV deviated from HGV route and outside of permitted delivery hours*

Construction Traffic Management Plan (CTMP)

- Q3(average):

Daily HGV Movements	Daily HGV Deliveries
169	88

(below 500 DCO average Limit)

- Q4 (average):

Daily HGV Movements	Daily HGV Deliveries
207	102

(below 500 DCO average Limit)

- Forecast Q1 2022

Daily HGV Movements	Daily HGV Deliveries
220	120

Thank You

Item 5: Transport Update

Brian Buckingham, Andrew Wagstaff
EDF

Combwich Wharf Update

March 2022



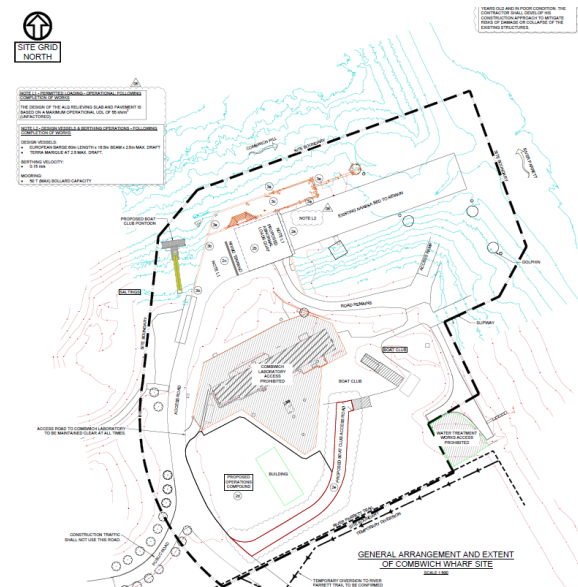
Combwich Wharf Construction

Completed works:

- Major constructions works such as Piling and the slab area
- Removal of fenders on Dolphin F
- Replacement of 9 of the 11 emergency access ladders
- Relocation of Openreach fibre
- Commissioned security infrastructure
- Fenders installed to support upcoming delivery
- Acoustic fencing completed

Remaining works:

- Remaining emergency access ladders - target 31st Mar 22
- Reinstatement of Public Right of Way - target by May 22
- Demolition of Dolphin F

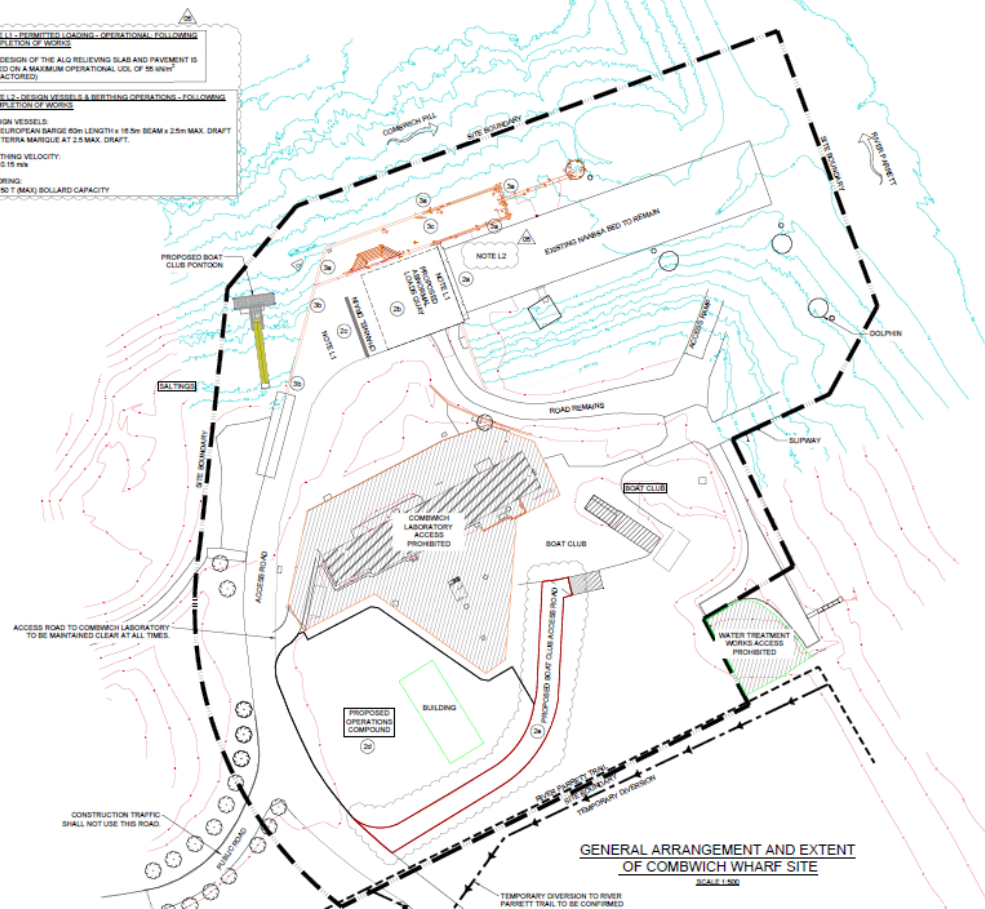




YEARS OLD AND IN POOR CONDITION. THE CONTRACTOR SHALL DEVELOP HIS CONSTRUCTION APPROACH TO MITIGATE RISKS OF DAMAGE OR COLLAPSE OF THE EXISTING STRUCTURES.

NOTE 11 - EXISTING LANDING, OPERATIONAL, FOLLOWING COMPLETION OF WORKS
THE DESIGN OF THE A10 RELIEFING SLAB AND PAVEMENT IS BASED ON A MAXIMUM OPERATIONAL LOD OF 55 kN/m² (UNFACTORED).

NOTE 12 - DESIGN VESSELS & BERTHING OPERATIONS - FOLLOWING COMPLETION OF WORKS
DESIGN VESSELS:
• EUROPEAN BARGE 60m LENGTH x 16.5m BEAM x 2.5m MAX. DRAFT
• TERRA MARQUE AT 2.5 MAX. DRAFT.
BERTHING VELOCITY:
• 0.15 m/s
MOORING:
• 50 T (MAX) BOLLARD CAPACITY

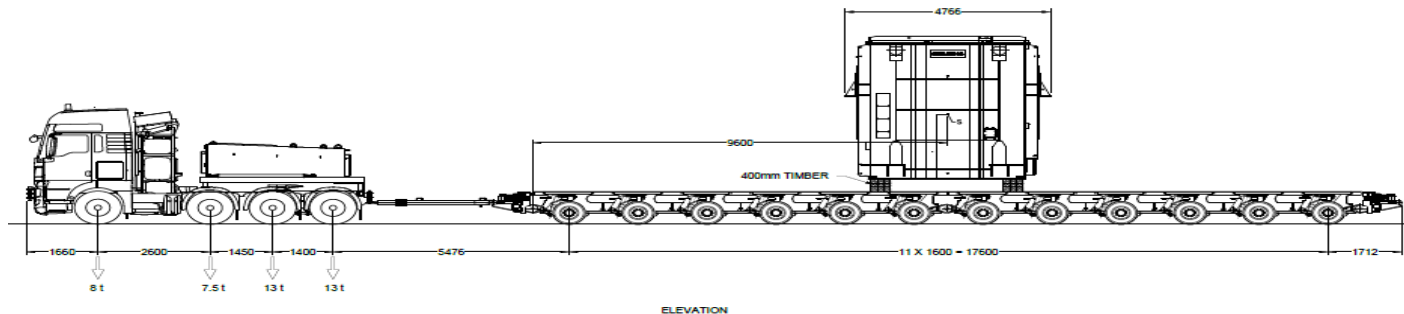


GENERAL ARRANGEMENT AND EXTENT
OF COMBERICH WHARF SITE

SCALE 1:200

Operational Update

- Next scheduled dredge campaign w/c 14th Mar 22
- National Grid Delivery (not part of the HPC project)
 - Delivery Window the 20 – 22nd Mar 22
 - 3 x Series Reactors from Germany, 120 tonnes each
 - Transporter is 30m long

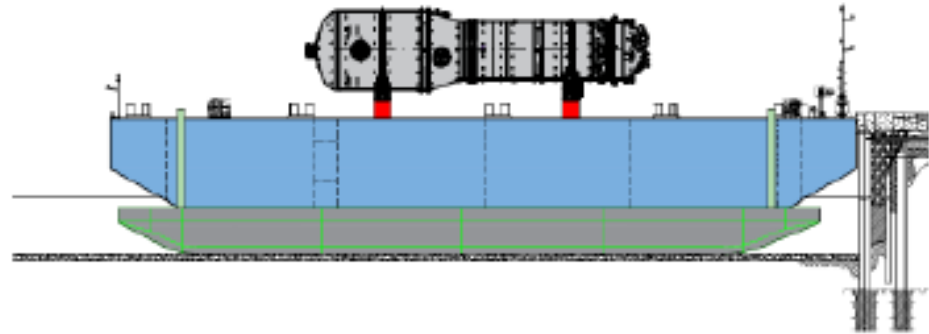


- Transit via the C-182 under Self Escort Sat 25th & Sun 26th Mar 22

Barge on Barge (B2) Marine Engineering Design

- MMO screening process ongoing
- Stakeholder engagement continues
- Delivery Barge (x 2) undergoing procurement
- Expected issue of MMO License in Jul 22
- Base Barge procurement on hold until MMO License has been approved

Submerged base barge with delivery barge in-situ (base barge in grey / delivery barge in blue)



STEART CYCLEPATH



DOGGETT'S LAY-BY BOLLARDS AND ENHANCED FLY-PARKING TEAM PRESENCE



Trip Level Capacity Monitoring

- **Arrivals:** The majority of individual trips are fully utilised between 5-6am. Fleet mix can be cross-referenced with other routes that may benefit from DD if there are capacity issues.

Depart (HR)	J23S
05	84%
05:05	100%
05:07	78%
05:15	69%
05:17	47%
05:25	60%
05:27	100%
05:35	100%
05:37	100%
05:45	96%
05:47	100%
05:55	89%
05:57	92%
06	62%
06:08	37%
06:10	96%
06:20	47%
06:25	92%
06:32	51%
06:40	100%
06:44	58%
06:55	47%

- **Departures:** Secure departures from East and West are managed based on daily shift-end and can vary between days.

Depart (HR)	J23S
06	54%
17	92%
17:05	73%
17:15	92%
17:20	100%
17:30	100%
17:40	97%
17:50	94%
18	91%
18:00	93%
18:10	86%
18:20	100%

Item 6: Any other business

Chair

Pre-submitted Question – Any Other Business

- A request please for the local council to clean and maintain the cycling & walking path between Combwich and Cannington. Debris and vegetation has built up over the length of the path, but mostly you need to tackle the poor state of the dipped areas (particularly in the granary lay-by) which are full of mud, stones, etc.
- Of note: the Cannington to Sandford path continues to remain relatively free from debris, due to the fact that a grass verge runs along side its full length.

- submitted by Gary Perrett (Sustrans / Community Cyclists)

Item 7: Date of next meeting

Transport Forum: Thursday 14th July 2022 at 6pm

2022 dates for the Community, Main Site and Transport Forums

All 6pm start and on Thursdays – format and venues to be confirmed.

Community Forum	<i>20th January 2022</i>	19th May 2022	22nd September 2022
Main Site Forum	<i>24th February 2022</i>	23rd June 2022	20th October 2022
Transport Forum	<i>17th March 2022</i>	14th July 2022	17th November 2022

www.edfenergy.com/hpccommunity

Thank You