

Meeting Report

Regarding:

EDF Hinkley Point C: Transport Forum

Date:

Thursday 25 November – 6pm

(Meeting held at Bridgwater and Taunton College)

Participating:

Jim Claydon, *Chair*

Alex Smith, *Sedgemoor District Council*

Erland Plomgren, *Holford Parish Council*

Rob Morgan, *Cannington Parish Council*

Sue Goss, *Stogursey Parish Council*

Jake Dade, *Avon & Somerset Police*

Richard Cuttell, *W.H.A.G*

Gary Perrett, *Sustrans / Community Cyclists*

Anne Reed, *Wembdon Parish Council*

Roy Pumfrey, *Stop Hinkley*

Robin Kinahan, *Fiddington Parish Council*

Andy Coupé, *Somerset County Council*

EDF Team:

Andrew Goodchild, *EDF*

Andrew Wagstaff, *EDF*

Brian Buckingham, *EDF*

Carolyn Morgan, *EDF*

Robyn Evans, *SEC Newgate*

Apologies Received:

Andrew Cockcroft, *EDF*

Bruce Eyley, *Kilve Parish Council*

John Burton, *Somerset West and Taunton Council*

Ann Bown, *Somerset County Council*

Drew Aspinwall, *SEC Newgate*

Item	Action
1 Welcome and Introductions	
1.1 Jim Claydon ('The Chair') welcomed everyone to the meeting and ran through the list of attendees.	
2 Meeting Note and Matters Arising	
2.1 The Chair referred to the meeting note of 22 July 2021 and invited any further comment on the draft and the afternotes provided.	
3 Project Progress Update - (Andrew Goodchild, EDF)	
3.1 Andrew Goodchild (AG) provided an update on the project. <ul style="list-style-type: none"> • 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. • Accelerating into the MEH phase of the project and next year will see work on 500+ rooms. • Further progress is taking place off site with suppliers across the UK and abroad. AG highlighted the manufacture of the polar crane in Spain and the frames to support the intake heads in Scotland. He also said that closer to home, elements of the electrical systems are being manufactured in Bridgwater. <p>AG then highlighted the continuation of work taking place in the first reactor building, particularly pre-cast work.</p> <p>Radial walls installed:</p> <ul style="list-style-type: none"> • 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. <p>Turbine rotor delivered:</p> <ul style="list-style-type: none"> • 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. 	
3.2 Covid-19 –Protecting the Community and Workforce	
<p>AG outlined continued efforts to protect the community and workforce.</p> <ul style="list-style-type: none"> • Levels of HPC positive cases and self-isolations align with national trends. • Public Health England have confirmed that Hinkley Point C is not linked to a spike in Sedgemoor. • Vaccination is strongly encouraged, and vaccination clinics have been taking place at site. 	

- The project will continue to move to a 'Covid Managed Site' throughout November. In moving from crisis management to a Covid Managed Site, all staff will have to be fully vaccinated to have their site pass activated or take part in regular (weekly) testing in order to access the site.

Combwich Wharf

3.3

- 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 deliveries commence, the electrical connections and permanent acoustic fencing will be completed (to make sure large loads do not cause too much disturbance).
- Dredging will be a regular ongoing activity once marine operations commence and will run approximately every 6 weeks (as get into the regular pattern of deliveries).
- EDF will continue to notify residents in the surrounding area of rolling road closures as training and operational deliveries take place.

Temporary bypass lane

- AG confirmed that to support future deliveries, EDF 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.

3.4

Dredging and Disposal Activities

- Hinkley Point C has resumed mud dredging as part of works to install cooling water intakes in the Bristol Channel.
- Testing has taken place on the mud and it 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.
- EDF's 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.

3.5

Delivering Socio – Economic Benefit

- AG said 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.
- Up to £3.5bn has been spent in the South West.
- 787 apprentices have already been trained and more than 50% are within the 90-minute commute. Approaching the target of 1000 apprentices.
- 12,786 jobs created to date.

3.6

Revised Travel Arrangements

AG explained that Park and Ride sites, Walk and Ride sites and Direct Bus Services represent the revised travel arrangements.

- There are six Park and Ride sites: J23, J24, J25, Cannington, Washford Cross and Quantock Lakes. EDF has permission from Sedgemoor and Somerset West and Taunton Councils to use Quantock Lakes and J25 until the end of 2025.
- As part of Covid measures, the project has introduced Walk and Ride Sites at Bridgwater, Taunton, Burnham-on-Sea and Weston-super-Mare.
- Direct Bus Serves have been reintroduced to serve Bridgwater, Taunton, Combswich, Cannington and Stogursey.
- The bus service from central Bristol to the Energy Innovation Centre in Bridgwater has been reintroduced.
- The shuttle service to and from Bristol Airport has also been reintroduced.

The slides are available on the website: www.edfenergy.com/hpccommunity

3.7 Pre-submitted Questions

Pre-submitted question submitted by 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?'

3.8 Pre-submitted question submitted by Sue Goss, Stogursey Parish Council: *'Request for a general update on the proposed Cycle path from Steart to HPC.'*

Andrew Wagstaff (AW) said EDF were currently finalising the proposed design drawings before going to public consultation. He explained that Covid has not learnt itself well to going out to engage with the wider community. AW explained that 14 drawings showing the proposed design for the cycle route were to be sent for internal review over the next three days, confirming that wider consultation will take place after the internal review.

3.9 Gary Perrett (GP) criticised the fact that the drawings and design were put together before having a public consultation and said that things need to be changed. AW responded by saying that a basis needs to be formed before wider discussions take place. He gave assurance that these questions will come up as part of discussions with the wider community.

3.10 GP asked about timescales. AW said it looks likely that engagement with the local community will be able to start in the next few months. GP said his passion is to get people cycling safely.

3.11 Sue Goss (SG) said Stogursey Parish Council wants a proper functioning bridleway. She said a hard surface or tarmac cycle track is not suitable for horse riders.

AW said the design is based on the recommendations of professional designers and that they have been told that the permeable finish is suitable for horse riders. He added that composite surface is being looked at and there is also the need to consider the ability of the Environment Agency to undertake maintenance, saying that this is in the brief for the designers. AW then said the suitability of this material can form part of the wider public discussion.

- 3.12** SG welcomed that a screening opinion application will be put forward.
AG said this was done previously and that EDF have committed to do this again. He said EDF will do this after going out to talk to people before asking the Councils again whether it constitutes EIA development. AG explained that the conclusion last time was that it did not need an environmental statement but that no pre-judgments will be made on whether this continues to be the case. He said this will be a matter for the Councils and EDF want to put something forward that meets everybody's needs.
- 3.13** SG said she hopes this will be put in the public domain by the Councils.
AG said there is a long list of people identified to talk to, including all the Parish Councils, Commoners and the general public.
- 3.14** Pre-submitted question submitted by 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?'*
- AG explained that the gap of around twelve months is deliberately pre-planned to be able to successfully transfer learning. He said that whilst things can be done more quickly, it is important to ensure that any learning from Unit 1 is embedded before work takes place on Unit 2. He further explained that, in theory, Unit 2 could have been installed 9 months after Unit 1 but there is a need to do things in a certain order to ensure that the right people and equipment are passed on to Unit 2 smoothly.
- On the second question, AG explained that this information is available on the [Built In Britain section](#) of the corporate HPC page where users are able to break down spend into areas, regions and parliamentary constituencies.
- 3.15** RP asked what aspects of the project the £3.5 billion spend encompasses.
AG highlighted engineering and catering and also said it is possible to select information on spend on different areas of the project.
- 3.16** Anne Reed (AR) spoke on the Cycle and Ride, noting that there are bicycles chained up to crash barriers on the route and that she has a strong suspicion they might be HPC workers. She said a cycle rack has been installed next to one of the bus stops in North Petherton near the community centre. She asked whether this can be looked at.
AW said that installation of cycle racks near the Community Centre at North Petherton was not an HPC initiative. He said HPC are looking at increasing capacity for bikes being locked securely at the Asda Bridgwater Walk and Ride. AW said he has not received any reports or complaints about bicycles being locked up anywhere.
- 3.17** AR clarified that she was not complaining and that she likes the idea of cycling. She said the bicycles are not causing a problem but that it is probably not ideal to have them parked on street furniture or railings.
- 3.18** Richard Cuttall (RC) highlighted Combwich Road junction C182, saying there is a similar situation of bikes being chained up to the lamp post.

AW said he has noticed bikes at the bus stop and committed to look into this.

- 3.19** SG asked about ensuring that Stogursey Parish Council is sent information of road closures. She said there was another road closure practice last Sunday and the Parish Council had no notification of it.
On whether the Avonmouth and Somerset police have training for AIL. Jake Dade (JD), Avon & Somerset Police, said he believes there is an AIL road traffic specialist.

- 3.20** SG asked whether all have been trained.
Brian Buckingham (BB) said it is a requirement that all are accredited and this is communicated widely across the project.

- 3.21** SG said C182 runs through a Parish.
BB gave assurance that the training will only take place on a Sunday.
AG said the HPC team will double check the distribution lists for notifications of training.

ACTION

- 3.22** RP asked a question on the Park and Ride figures.
AG said up to 120 spaces at Cannington are for visitors. He said the ANPR system installed at the main site car park is in place to stop 'chancers' trying to make their way into the car park. He said it is better to collect visitors at Cannington and then there is one bus going up the C182. Quantock Lakes is needed to supplement Cannington and collect workers in this general vicinity, the two park and rides work together.
- 3.23** On Combe Wharf, BB said dredging will be ongoing until the end of the project and will take place every six weeks. He said EDF must report the quantity of material moved from the berth bed and the material goes back into the river towards Bridgwater, confirming that it is not deposited anywhere else.

Item 4: Update from Transport Review Group

- 4.1 Transport Review Group Quarterly Report**
Carolyn Morgan (CM) summarised the Transport Review Group Quarterly Report for July-September 2021. It was presented to the Transport Review Group (TRG) on 18 October 2021.

- 4.2 Construction Workforce Travel Plan (CWTP)**
CM highlighted figures on the Construction Workforce Travel Plan.
- Over the last Quarter, 84.7% have been using the available bus services, with 10% of staff walking to site.
 - HPC Bus Passengers from Key Locations: The numbers are similar compared to the previous quarter, with the majority coming from Bridgwater.

- 4.3** CM delivered a summary on the HPC helpline complaints
- Fly Parking complaints received by the HPC Helpline: 15 in Q2 and 88 in Q3.
 - In Q2: 27% HPC worker not fly parking, 53% HPC worker fly parking and 20% not a HPC worker.
 - In Q3: 5% HPC worker not fly parking, 27% HPC worker fly parking and 68% not a HPC worker.

4.4 CM said fly parking is being monitored with the dedicated team. She said that over the last quarter, over 800 cases of potential fly parking were investigated, of which there were 331 fly parkers, 225 on their first warning and 82 on their second warning.

4.5 CM outlined the average daily HGV movements for the quarter and said that none of the data collected exceeds the caps in place for the site. She said that part of the action plan is to give more awareness to foreign drivers about routes and give them more information on where they should be going to make sure they can get to site on the correct routes.

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

4.6 Richard Cuttall (RC) asked about the figures of people walking to site and whether it includes the campus.

AG clarified that it is a combination, with the campus being a large percentage. He explained that there are some people with partners who work at either HPA or HPB , and are dropped off at the campus.

AG added that some workers arrive in a van but that they only allow one person per vehicle in through the Southern Plaza so if they are a legitimate passenger then they are dropped off and walk in.

4.7 RC asked how EDF know where the walkers are coming from.

AW said that Fly Parking is front and centre on his desk every day. He said it is proving challenging to identify people who are parking that are not on the HPC database of VRNs and that police colleagues are not able to assist as these vehicles are not breaking the law. He said those vehicles could be people using the layby for recreational purposes. AW then said HPC is trying to increase the number of people on the fly parking team, with three of the five positions now filled, which will give greater capacity to monitor the layby and outside campuses. He said the security team would be focusing on the layby next week, along with the enhanced effort of the SPS team.

4.8 RC asked whether the fly parking enforcement will now include weekends.

AW confirmed that it will and that it already includes weekends where there is capacity. JD added that Avon and Somerset Police are currently in talks with the anti-social behaviour team looking at the possibility of being able to help deter fly parkers with Anti-Social Behaviour (ASB) letters. He noted that while there would be no repercussions from the ASB it would be a warning that might deter fly parkers.

4.9 Erland Plomgren (EP) asked what happens after three-strikes.

AW said the black and white position on this has not yet been confirmed. He said that so far on the project, 7 people have lost their badges and been removed from site. He said that the site will take a dim view if someone is blatantly flouting fly parking rules.

4.10 SG said that being able to put an ASB notice on vehicles would be very helpful.

JD said Avon and Somerset Police can look at a vehicle as fly parking, but the problem is disclosing whether it is a HPC worker.

- 4.11** RC asked whether complaining about 8 cars would count as one complaint of fly parking or eight complaints of fly parking.
AG confirmed that this would count as 8 complaints.
- 4.12** RC asked a question on figures in the fly parking table. He noted that in Q3, 88 complaints were received but that the figures should equal 98, questioning which figure is correct. CM said this may have been a human error. AG confirmed that this will be checked, and the presentation amended before being circulated.

AFTERNOTE: CM confirmed the correct figure is 88.

AFTERNOTE

5 Item 5: Combwich Wharf and Wider Transport Updates

- 5.1** Brian Buckingham (BB) explained what a Muster Port is used for.

Combwich Wharf

5.2 Progress Update – works completed so far

Completed the major construction 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
- 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)

5.3 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.

5.4 Future activities

- EDF intend to reinstate the coastal path right of way to its original route.

- 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

- 5.5** To support these immediate deliveries, the project 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

- 5.6** The next phase of the project is the start of Marine Operations from 1 Dec 21.

In all planning EDF have been guided by the simple principle that it must fully comply with the DCO conditions for marine operations at Combswich 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

- 5.7** EDF will utilise only 14% of 706 available tides every year and is determined by tide height & DCO conditions.

EDF will comply with the strict operating hours at Combswich 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

- 5.8** Conducting safe operations is key to the project's success and it 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.

- 5.9** Responding to Anne Reed (AR) on the dolphin structures, BB said they rise and fall with the tide, to enable the safe mooring of the delivery barge. He said one is problematic as it is a legacy design but that the new design is different. He said the dolphin itself will be moved.

- 5.10** Gary Perrett asked whether there will be additional areas to store equipment.
BB said the equipment will sit on the existing barrier access lane and there are no additional storage facilities being built. He explained that there are 20 DCO compliant window opportunities next year and 120 pieces of equipment. He explained the benefits of the barge on barge arrangement. He also said there is a need to plan properly to ensure they do not create a blockage.
- 5.11** Rob Morgan (RB) said the barge on barge arrangement seems ingenious but that he does not remember seeing this on the planning permission. He therefore asked whether the DCO needs to be amended.
BB explained that as it is on the river on the wharf they only need to apply for a separate standalone licence. He said the barge will sit on the existing berth bed and will not float.
- 5.12** RM asked how long it will take.
BB said there is internal consultation taking place at present and the hope is for the draft licence to be issued in June next year.
- 5.13** RM asked whether the people of Combswich know about the slight amendment to the plans.
AFTERNOTE: BB reported that this issue has been subsequently raised and explored with the Parish Council at their meeting.
- 5.14** BB said dredging will still need to take place, but this will be a water injection dredge, which is kinder to the local habitat.
- 5.15** Responding to a question from JC on whether the base barge will be removed, BB said this has not yet been decided. He said EDF are the berth owner and have a legal agreement with National Grid and therefore there would need to be a consultation with them to decide what to do with the base barge.
- 5.16** RM said there is a need to ensure Otterhampton PC know about the slight change.
- 5.17** The meeting ended.

AFTERNOTE