

# Meeting Report

**EDF Hinkley Point C: Main Site Forum.**

**Date: Thursday 24<sup>th</sup> February 2022 – 6pm**

**Victory Hall, Stogursey, Bridgwater**

**Participating:**

Jim Claydon, *Chair*

John Burton, *Somerset West & Taunton Council*

Bruce Eyley, *Kilve Parish Council*

Christopher Ford, *Stogursey Parish Council*

Sue Goss, *Stogursey Parish Council*

Erland Plomgren, *Holford Parish Council*

Chris Morgan, *Somerset West & Taunton Council*

Allan Searle, *Stogursey resident*

Richard Cuttall, *Shurton Resident*

Mike Laver, *Burton resident*

Sue Jones, *West Hinkley Action Group*

Steven Hasakynne, *National Grid*

Dick Jones, *Burton resident*

Pauline Bonella, *Shurton resident*

Chris Dennis, *WOOD (Ecologist)*

Jake Dade, *Avon & Somerset Police*

Chris Hinchcliffe, *Avon & Somerset Police*

Eileen Chave, *Stogursey Parish Council*

Jon Ayers, *Environment Agency*

**EDF Team:**

Andrew Cockcroft, *EDF*

Jonathan Legg, *EDF*

Vicki Dingwall, *EDF Energy*

John Pingstone, *EDF*

Luke Stevens, *EDF Energy*

Drew Aspinwall, *SEC Newgate*

Robyn Evans, *SEC Newgate*

**Apologies:**

Amanda Stanley, *Shurton Resident*

**In addition to the forum meeting notes and agendas, all presentations and reports are available at [www.edfenergy.com/hpccommunity](http://www.edfenergy.com/hpccommunity)**

## Action

### 1 Introductions

- 1.1** Jim Claydon ('The Chair') welcomed everyone to the in-person meeting. He asked everyone to introduce themselves and ran through the forum protocols and venue arrangements.

### 2 Meeting Note and Matters Arising

- 2.1** The Chair reviewed the meeting note and afternotes provided from the Main Site Forum on 21<sup>st</sup> October 2021, inviting any further comment.
- 2.2** **Item 2.3:** The Chair highlighted the full action note from John Burton (JB), of Somerset West and Taunton Council, on noise data.
- 2.3** Sue Goss (SG) said she was happy with the note.
- 2.4** Mike Laver (ML) put forward that it is not a positive way to manage noise simply by relying on complaints from the local public and called for a regular report to be provided to the Main Site Forum in order that the Council (SW&T) can be held to account.
- 2.5** JB responded by saying it is specialist information that is looked at and interpreted by the environmental health officer. He said the Council no longer has funding from EDF for this and does not perceive it to be one of its priorities. He said this may change after the elections in May this year and that other people may want to put pressure on the Council to influence this view, but that this is not a priority at the moment.
- 2.6** Jonathan Legg (JL) said that if there was an exceedance of monitoring, then EDF would be required to report this to JB. He said there are occasionally exceedances due to external factors, such as wind conditions, particularly recently. He noted it is not always construction noise that causes the monitor to identify exceedances and that without information about what is happening on site it is difficult for JB to use the alert. He therefore said that there needs to be a level of interpretation. He added that work took place last year in the southern area and exceedances were reported to JB, with a follow up action to resolve them.
- 2.7** Andrew Cockcroft (AC) said that HPC can give a general view on the number of exceedances that there have been.
- 2.8** SG noted that she reported a serious exceedance a couple of years ago and that HPC stopped the contractor from working for a whole week until it was resolved. She then said any conditions on funding that is likely to be the responsibility of the officers is an administrative decision, so really the fault lies with whoever the current administration is at Somerset West and Taunton.
- 2.9** ML said he wants confidence that the process is being managed as the proposal was that EDF would carry out its own surveys of noise. He said a simple report to this meeting occasionally on noise levels and exceedances would be acceptable.
- 2.10** Luke Stevens (LS) said noise monitoring is on all the time around the site and that any exceedances are reported. AC added that breaches are investigated and reiterated the point that a lot of the time, it is an external factor that causes exceedances.
- 2.11** The Chair summarised that monitoring takes place and that there are exceedances, but ML wants this to be reported back to this meeting.
- 2.12** AC agreed to this.
- 2.13** **Item 4.5:** The chair highlighted an action note in response to Erland Plomgren (EP) asking which crane the woman shown in the presentation from the previous MSF was now working on.

**2.14** AC said the woman started on site as a general operative, then moved into driving an excavator, and then retrained and started a new career as a crane operator. He said this is an example of continued training and upskilling.

**2.15** There were no further comments and the draft meeting note was agreed.

### **3 Project Progress Update – (Andrew Cockcroft and Jonathan Legg, EDF)**

**3.1** (AC) gave a presentation running through progress on site and major milestones, reported that:

#### **3.2 Covid-19 – Developing Our Response**

- Advice on wearing masks will be maintained but is not mandatory.
- Vaccination uptake as whole is high and HPC continue to encourage everyone to get their booster vaccinations.
- HPC is now the first construction site in the UK to be able to deliver its own vaccination clinics. Nurses have undergone specific training to prepare them.
- HPC continues to operate as a Covid Managed Project – accessing site by providing vaccination status or a negative test result.

#### **3.3 Progress Update**

- 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 begin on 500 plus 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.
- A major concrete pour was completed on 9th February, taking 34 hours. The pour is the fourth of 11 which will form the reactor's 'Inner Containment'. The Inner Containment is the circular concrete structure which sits on the outside of the leak-tight steel liner. In total, 840m3 of concrete was placed – which is enough to fill around nine double-decker buses.
- Completing this task is a precursor to lifting Liner Ring 2 into place in the coming weeks.

#### **3.4 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.

#### **3.5 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

#### **3.6 Progress Update – MEH**

- AC highlighted the progress being made inside the buildings.
- The Office for Nuclear Regulation (ONR) has granted permission for the start of bulk MEH component installation work at HPC, a major milestone for HPC.

#### **3.7 HPC's Low Carbon Credentials**

- AC said there is now a better understanding of HPC's lifetime carbon, highlighting an independent assessment of the project's lifecycle carbon which gave a figure of 5.5g of CO2 per kilowatt hour.

### 3.8 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.
- £4.1 billion spent in South West.
- 874 apprentices have been trained. AC said the latest figures are over 900 so hopefully by the end of the year the project will be over the initial target of 1,000.
- 36% local recruitment.
- 13,529 new jobs have been created.

### 3.9 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.
- Will pass 50% of all equipment deliveries to Site – that's more than 1,000 in 2022.
- Key areas of activity include:
  - 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.

### 3.10 Associated Developments – Combs Wharf

- Major construction works are complete with most recent work, including;
  - Removal of the Trellex fenders on Dolphin F.
  - Replacement of 9 of the 11 Emergency Access Ladders.
- Moving towards operations in the Spring, final elements of construction will include:
  - Install finished wearing course at the Wharf entrance
  - Erect permanent timber acoustic fencing by the Wharf entrance
  - Complete new fender installations
  - Complete the AIL bypass track Q2 22
- Development of notification system to provide advanced warning of AIL movements. AC encouraged Forum members to sign up to this if they have not already.

### 3.11 Cycle Safety

- Actions are being taken to improve signage, with county highways being contacted to repaint signs, and internally to educate the on-site workforce to avoid dangerous cycling in pedestrianised areas.

### 3.12 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.

**3.13** There was a discussion regarding the use of suitable surfaces for a bridlepath versus cycling and walking. LS said the bridleway cannot safely join the C182 at the campus end. From that far Easterly point where the path heads to the campus, the surface has been changed to allow bikes to use the bridleway without churning up the surface. This upgraded surface allows bikes to travel from Shurton to site without going on the C182.

**3.14** SG said it is just stone that is being used there. LS confirmed it is stone with a timber edge, then pavement on the North side of the road.

**3.15** ML questioned whether it is a bridlepath or a cycle path. LS confirmed it is bridleway up to the campus, then permissive cycle path.

**3.16** ML said it cannot be described as a cycle path. LS said the wording in the planning application is 'bridleway'.

**3.17 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 ahead of the placement of the heads for the cooling water system.
- A legal challenge has been lodged against the Marine Management Organisation (MMO) to challenge their decision. A hearing will run between 8-10<sup>th</sup> March.
- Dredging will be a regular ongoing activity once marine operations commence and will run approximately every 6 weeks.

**3.18** AC said there have been some misleading headlines regarding the material being dredged in the Severn Estuary. AC clarified that all independent studies have shown that the mud being dredged is safe and not contaminated in any way.

AC encouraged people to get in touch if they have any concerns or questions.

**3.19 Workforce Uplift**

AC said good progress has been made since the last meeting. A whole suite of additional mitigation measures have been reviewed and upgraded to take account of a larger workforce and these have been agreed with the local authorities.

**3.20** Pauline Bonella (PB) said she is unhappy with the number of cars and lorries on the road and raised concerns about the impact that additional equipment will have on traffic.

**3.21** AC said it will have very little impact. In terms of workforce increase, he said the number of buses in use will be less than originally projected in the DCO (Development Consent Order) and the number of HGVs is unchanged by this as the amount of materials needed is unchanged.

**3.22** PB said she cannot understand why a big project does not have its own concrete. AC said the project does not bring concrete in on the roads, confirming that concrete is batched on site and there are four concrete batching plants undertaking this work. He said steps have been taken to minimise this even further and explained that 80% of all aggregates are brought in by sea, the jetty, to specifically keep it off the roads and impacting local residents.

**3.23** AC clarified that the vast majority of aggregates come in by boat using the jetty north of site and that large components come in to Combs Wharf and are then transported for their last part of their journey to site up the C182. AC gave assurance that HPC will contact residents regarding the delivery of large loads and that most residents impacted will have recently received a letter asking them to sign up to notifications.

**AFTERNOTE:** To sign up to notification service for rolling road blocks on the C182 go to <https://www.surveymonkey.co.uk/r/XQY9VDP> and insert your contact details or email the team on [edfenergy@hpcenquiries.com](mailto:edfenergy@hpcenquiries.com) and ask to be put on the notification list.

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**3.24** PB said she would like to be on the list that receives updates. AC said residents are able to sign up online. Drew Aspinwall (DA) said the team can subscribe PB to the update service. PB was signed up at the end of the meeting.

**3.25** PB asked how many buses are on the road at the moment. AC did not have the exact figure but said that it is well below the projected number and gave assurance that

there will not be many more that are currently on the roads. PB felt there were too many buses already, particularly at busy times adding that the traffic in Shurton is “like the M5”. AC responded that there should be minimal buses coming through Shurton. PB added that there are a large number of cars as well.

**3.26** On workforce uplift, AC said we have now entered the phase of the joint councils making a decision based on all the information they have been provided with. They are looking to hold special meetings for both the Socio-economic Advisory Group and the Transport Review Group in order to ratify the updates to the strategies.

**3.27** Richard Cuttall (RC) asked about the section 106 monies referred to. AC said it is secure and there for its purpose. He said it is designed to go to peak and out the other side as well, adding that steps have been taken to insulate against changes in the unitary authority space as well.

**3.28 Progress Update - Stockpile**

Jonathan Legg (JL) gave an update on current activities on the stockpile and proposals going forward.

**3.29** JL noted that work taking place at night has caused light to shine into Burton, Shurton and Knighton and that HPC contact the contractors to move the lights when complaints arise. He gave assurance that it is being checked but that it is difficult to always keep on top of it as the lights are moved around to support activity. He said HPC appreciate the feedback that residents provide as it helps in managing the contractor. JL said it is likely that lighting issues will reduce over the next couple of months as the tunnelling activities will have then concluded.

**3.30** SG said she understands there is a plan for two compounds and raised concerns about noise. She said that this will presumably form part of a new planning application. JL said it is a requirement discharge application and that, within the DCO, HPC have the ability to amend the construction site layout through temporary arrangements.

**3.31** RC asked why the project is putting the ‘dumping ground’ of the tunnel risings as close as possible to residents. JL said EDF are placing marine spoil in the central area as well and in the current application submitted to Council are proposing to increase this to 45m in the central part. He said HPC were previously restricted in this area as the Holford Culvert runs through and they have provided technical evidence to prove that it will not affect the culvert and that it will be an even height across the area. The stockpile has been a feature of the project since the DCO and therefore this is not new.

**3.32** RC responded that this does not explain why HPC is bringing a noisy operation as close as possible to Shurton, Burton and Knighton, and not putting it further north. JL said the machinery is noisy but not so much so that it is causing an exceedance on the noise monitors. He said there have not been any recent exceedances in this regard. RC responded that HPC are taking the view that because it complies with the DCO “that’s it”. AC said that materials would go above the approved height if everything was put in one area and therefore a balance needs to be struck.

**3.33** Sue Jones (SJ) said she had reported that light was shining in through windows in Burton from the site. AC added that the project is alive to this and looks into these issues.

**AFTERNOTE:** The issue SJ had reported was resolved by the next day.

**AFTER  
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**3.34** Regarding the height of the stockpile, JL said there is an approved maximum height to work up to and he highlighted this on a map with LIDAR data highlighting the construction compound.

**3.35** SG said permission is needed for the permanent ground level to increase above 45m but noted that some temporary spoil mounds are over 45m. JL said the temporary mounds would be higher before the ground

levels are evened out to create a level platform within the maximum height. SG asked how long they need to be higher for. JL responded that this period could be up to a year.

SG said the project will exceed what it has been given permission to do for a year.

LS said this is just the maximum lifetime.

SG how often LIDAR measurements are being undertaken.

JL said the project is doing this on a weekly basis to inform the need to create a level platform. We don't only do these surveys because there is an external request for this information. He said there is a maximum threshold to work to and that he believes this is done monthly.

- 3.36** SG asked whether these are given to the district council. JL said they are provided to John Burton. SG asked whether this will be done on a regular basis. JL said this is not the plan.
- 3.37** JL said HPC is proposing to store equipment in the stockpile in two compounds located to the north and the south. The compounds would be used primarily for the storage of equipment associated with the construction of the Project. The Project only currently has permission to use these areas for the storage of equipment associated with stockpiling. The equipment within these compounds would primarily be form work, essentially steel cages which are used as temporary retaining walls during the construction process. Due to the limitations of space within the site, the Project needs additional storage space. Because the formwork are large structures, they need to be brought into place with a crane, and a 40m tall crawler crane would be sited within each compound. The compounds would be surrounded by bunds which screen views into the compounds from surrounding areas. The compounds would be lit with low level fixed lighting. The lighting would generally be screened by the bunds.
- 3.38** ML asked whether the two proposed cranes will be lit.  
JL said the cranes would not be lit. He also clarified that the cranes would not be 77m high, rather the is the height inclusive of the ground level (37m). He said other the taller cranes elsewhere have lights on them and that in terms of the visual impact, there are many other existing construction cranes that would be seen behind the additional cranes. He acknowledged that there will be a visual impact, but it does not significantly change the conclusions of the DCO Environmental Impact Assessment.
- 3.39** Responding to JC, JL said the proposal is that the northern compound will be no bigger than what is shown at the moment where they are storing equipment. The other compound will be behind the southern bund and the maximum height for equipment stored within the southern compound (42m) would not be as high as the areas of stockpile (45m) behind it.
- 3.40** RC asked about planning requirements.  
JL said it requires planning in the sense that HPC need to submit an application to the DCO to amend the Construction Site Layout Plan, but it is not a separate planning application.
- 3.41** The Chair said there is potential for irritation and annoyance for the site's neighbours, so it is important to keep the dialogue open. AC recognised this and encouraged contact through the HPC enquiries channel - [edfenergy@hpcenquiries.com](mailto:edfenergy@hpcenquiries.com)
- 3.42** JL said HPC will be asking the contractors to specify where they are placing the lighting within the proposed compounds and ensuring they have a plan to minimise the amount that lights are on at night. Whilst lighting will occasionally be on at night due to safety reasons, he confirmed that it will not be the tower lighting seen now for the Stockpiling activities. LS said added that the lighting will be at fixed locations and the direction will be specified.  
SJ suggested that if the lighting to the left was shining to the east it would solve the problem.
- 3.43** LS said there is a lighting plan but the lighting that gets put up on an ad-hoc basis, as it does for stockpiling, often causes the problems. The use of tower lighting for stockpiling activities, which has resulted in complaints, will significantly reduce once the tunnelling activities conclude. After this time, the Project would generally only be working on the stockpile during normal working hours.



- 3.44** Chris Ford (CF) asked how long the material is expected to stay there before being removed.  
JL said some of the materials will be placed permanently, and will form part of the landform post landscape restoration.

CF suggested that calling it a stockpile is therefore misleading.

JL added that parts of it are, saying the central part in particular will be used to backfill the site, but not all the material that came out of the ground can be put back into the site. He said there always needed to be the retention of some of those materials to establish the eventual landscape restoration area south of the project.

- 3.45** The presentation can be viewed at: [www.edfenergy.com/hpccommunity](http://www.edfenergy.com/hpccommunity) under Main Site Forum.

#### **4 Update: Social Mobility – (Vicki Dingwall, Andrew Cockcroft, EDF)**

##### **4.1 Supporting Social Mobility**

Andrew Cockcroft (AC) and Vicki Dingwall (VD) outlined the opportunities the project has to support social mobility in the area.

- 4.2 The Context** AC outlined the definition of social mobility: *"Social mobility is about an individual's ability to build a good life for themselves, regardless of their background. The more social mobility there is, the less someone's destination in life depends on where they start out..."*

The Social Mobility Index was first published in 2016, and updated and compares the chances that a child from a disadvantaged background will do well at school and get a good job across each of the 324 local authority district areas of England.

- 4.3** AC said there is often talk about apprenticeships as one of key metrics of training but that there is a whole suite of different access points. He highlighted the opening of all the new centres of excellence this year, welcoming that there will be an increasing number of options available over the next few years, enabling young people to stay in the area. He said that employment opportunities will grow in the next phase of the project.

- 4.4** AC pointed out that support for social mobility is not limited to training and skills and outlined the benefits that the Community Fund offers. He highlighted investment in the Minehead Eye project and broader support at a grassroots level across the patch in the areas that need it the most.

##### **4.5 Key findings for Somerset**

- West Somerset is the worst performing area for social mobility in the whole of England
- In particular, West Somerset ranks lowest against adulthood social mobility indicators and against Early Years indicators

- 4.6** Hinkley Point C is able to make a tangible difference. VD highlighted several people who have benefited from a range of different opportunities

William Rose will be the first Construction T Level person on site.

- T Levels:
  - Alternative to A-levels, apprenticeships and other 16-19 courses
  - Working in partnership with Site contractors and Bridgwater and Taunton College
  - Opportunities available in digital engineering and construction
  - Students provided with a Mentor

Liam Dale was part of first supported traineeship cohort in 2018. Liam is still employed on the project and works for Somerset Larder as a kitchen porter and wants to become a chef one day. The project has supported Liam with access to transport to get to work.



- Supported Traineeship:
  - 10-week-programme that helps young adults with additional needs get their first step on the job ladder
  - 2022 sign up for Supported Traineeships is coming soon.

Daisy Gallagher is a trainee operations technician and benefited several times from various interventions set up by the project, including work experience, the Young HPC programme, and an industrial placement.

## **5 Forthcoming Material Change Application (John Pingstone, EDF)**

**5.1** John Pingstone (JP) gave an overview of the forthcoming Material Change Application to the Development Consent Order (DCO). He outlined the history of the application, which began in 2018 and into 2019, when it was just Acoustic Fish Deterrent (AFD). HPC have now added terrestrial elements into the application and will need to begin a further round of consultation, which is planned for after the local government elections in May.

### **5.2 Scope**

AFD – the original design was to put underwater speakers on the cooling water intake heads of the tunnels to deter fish from swimming into the heads. But in 2018, a study found that the regular maintenance required would be unsafe and a CEFAS study on effectiveness, found the sound from the speakers would have a negligible difference in protecting fish. The design includes a number of safe guards including a loop that would channel fish that did venture into the tunnels back in the estuary. The forthcoming application would request the change to the design to be formalised.

Interim spent fuel stock – the applications will request that spent fuel would not be stored in water but switch to dry storage instead this change would result in the building being about 1/3 larger.

Other changes include the repositioning and shortening of a meteorological mast; Permission to retain the existing Temporary Substation as a permanent feature to supply electricity to HPA and HPB and the addition of four new structures to house sluice gates and lifting beams which would be used during outages.

### **5.3 How to get involved – Public consultation**

- As a material change, a full public consultation will take place with the public and all statutory consultees in advance of the application submission.
- HPC expect the consultation to begin in May 2022.
- HPC will publish a suite of documents explaining the application and its likely effects on the environment and local area.
- HPC will hold public exhibitions and explain the application at its forums.
- HPC welcome your views on the proposals.
- HPC will take into account your views. HPC have a duty to set out its responses in a report that is submitted with the application.

### **5.4**

There were a number of questions regarding the storage of spent fuel.

JP confirmed that spent fuel is nuclear waste and would be in this location until there is a geological disposal facility is available.

AC added that the storage facility is designed for the lifetime of the station, which is 60 years and that the building would be designed to take the entire lifetime of HPC's spent fuel

RC asked whether HPC will be taking spent fuel from any other power stations? JP confirmed that they would not.

### **5.5 ML asked how tall it will be?**

JP confirmed the dimensions as 30m high, 73m wide and 229m long, adding that by footprint it will be the largest building on site, however, the turbine halls and reactor building are much taller at over 60m high. JP thanked SG for the correction regarding the dimensions.

- 5.6 There was a question on why it could not have been built 5m deeper rather than 5m taller. JP explained that it is not possible to sink into the ground with dry storage. Questioned on why this was the case and why it needed to be at ground level, JP said he did not have this information and agreed to come back with the detail.

- 5.7 **AFTERNOTE:** A below ground store would introduce significant additional technical and safety considerations and is therefore not considered a credible design concept. Specific issues introduced by a below ground store would include: **AFTER NOTE**
- The casks rely on natural circulation of air around the casks allowing them to cool passively which may be hindered by placing them in a vault like setting below ground.
  - For ground level storage the slab must be seismically qualified. A sunken store adds a layer of complexity as it would also require the walls sitting below ground level to be seismically qualified to prevent blocking of cask cooling in a seismic event.
  - Placement of the casks into a below ground facility would involve more complex cask movements that would be more challenging to achieve safely.

- 5.8 CM said it is an intrusive building which will be made taller.

AC added that it is a big building, but its height is 20m short of the buildings around it so will not appear to be the largest in its context when the station is complete.

- 5.9 JP explained that the sluice gate storage racks are small structures, only about 3-4m high, so they are unlikely to be seen from the coastal path. The proposal to move the meteorological mast, which is currently 50m high, will be shorter but sited on a higher location.

The Chair sought clarity that it is a pre-submission consultation and once the application is submitted, including the report on the pre-submission consultation itself, there will be a further consultation and examination run by the Planning Inspectorate. The Chair added that people will need to register as interested parties and will be informed of the material and opportunities to contribute, the same process as the original DCO.

JP added that during the examination, there will also be lots of opportunity to engage and comment.

## 6 Any other business

- 6.1 PB raised an incident that happened the previous evening at 6.05pm in which her car was damaged by a driver coming from Hinkley. She did not know if the driver was working on Hinkley Point C, but PB argued that it makes no difference whether they were working at A or B station or the construction of C. PB said she finds the 'Hinkley Road' frightening and as a consequence does not go out at night anymore, with a bank of headlights coming towards you on a very narrow road it was a very unpleasant experience. PB said the incident upset her and that she wants to feel safe when leaving her house and that it is not fair that residents are subject to this amount of traffic and behaviour. PB said she was not the only person she knows who does not go out at night now due to the volume of traffic and how it feels.
- 6.2 The Chair thanked PB for sharing her unfortunate experience but suggested this matter should ideally be taken up at the Transport Forum rather than the Main Site Forum. SG said they would raise it at the SSG also.
- 6.3 AC offered his sincere apologies. He said he felt that it was likely the incident happened during the shift changeover at A and B and that he will talk to colleagues at A on this matter. Eileen Chave (EC) however suggested that said that if the incident happened at 6pm then it would have been a worker from the Hinkley C site.

- 6.4** Erland Plomgren (EP) addressed the forum regarding a recent encounter when he had met with 22 HPC employees in a social capacity. In his conversations, he asked them about their jobs and what it was like to work for HPC. EP recalled that one of the men said that when the project comes to an end and he leaves site for the last time, that it will be a sad day for him. EP quoted the employee in saying: “if I could transfer to any company on the site which would enable me to continue working for Hinkley Point then I would”. The other 21 workers were all crane operators and they all said what a great job it was, they felt valued and part of a team and that their safety and health was taken seriously on site.

EP said these employees meet every 4-6 weeks and go to a different venue in a different village around Hinkley Point hoping that the money they spend will go some way to supporting and improving the local economy. EP said he has never heard employees speak like this. He said one crane operator said that in a site with over 6,000 people, there is no bullying anywhere on the site and it is the best job he has ever had.

EP praised AC and his predecessor and said he understands how hard it is to implement these principles and get employees to buy into it all, saying “you’ve done it at Hinkley in spades”, and that everyone, including employees, supervisors, and management should be seriously proud.

- 6.5** AC thanks EP for sharing this and would pass this on, and that it was heartening to hear it. He said that whilst there can be a few challenging individuals, there are a lot of people who are very passionate and good people.

**7 Date of next meeting: Thursday 23<sup>rd</sup> June 2022 at 6pm**

- 7.1** The meeting ended.