

DRAFT Meeting Report

Regarding:

EDF Hinkley Point C: Transport Forum

Date:

Thursday 14 July 2022 – 6pm

(Meeting held at: Bridgwater and Taunton College,
Cannington)

Participating:

Jim Claydon, *Chair*

Sue Goss, *Stogursey Parish Council*

Jake Dade, *Avon & Somerset Police*

Chris Hinchcliffe, *Avon & Somerset Police*

Gary Perrett, *Sustrans / Community Cyclists*

John Burton, *Somerset West and Taunton Council*

Andy Coupé, *Somerset County Council*

Hugh Davies, *Somerset County Council*

John Roberts, *Nether Stowey Parish Council*

Paul Crosland, *Fiddington Parish Council*

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

Roy Pumfrey, *Stop Hinkley Action Group*

Anne Reed, *Wembdon Parish Council*

John Addison, *Cannington Parish Council*

Alex Smith, *Sedgemoor District Council*

EDF Team:

Andrew Cockcroft, *EDF*

Andrew Goodchild, *EDF*

Andrew Wagstaff, *EDF*

Brian Buckingham, *EDF*

Carolyne Morgan, *EDF*

Robyn Evans, *SEC Newgate*

Drew Aspinwall, *SEC Newgate*

Apologies Received:

Bruce Eyley, *Kilve Parish Council*

Item	Action
1	Welcome and Introductions
1.1	Jim Claydon ('The Chair') welcomed everyone to the meeting. He asked everyone to introduce themselves and ran through the venue arrangements and forum protocols.
2	Meeting Note and Matters Arising
2.1	The Chair referred to the meeting note of 17 March 2022 and invited any further comment on the draft and the afternotes provided.
2.2	Item 4.9 – It was noted that Andrew Wagstaff (AW) emailed the clerk of Cannington Parish Council with the latest timetable information for buses that go through the centre of Cannington.
2.3	Item 5.14 – Hugh Davies (HD) confirmed that AW provided him with the contact details to report landslips and other such incidents.
2.4	Item 6.6 – It was noted that AW confirmed the Operation Harold route with Sue Goss verbally after the meeting.
2.5	There were no further comments, and the draft meeting note was agreed.
3	Project Progress Update - (Andrew Cockcroft and Andy Wagstaff, EDF)
3.1	Andrew Cockcroft (AC) provided an update on the project.
3.2	Covid-19 – Developing Our Response <ul style="list-style-type: none"> • HPC continue to keep the situation under review as a Covid Managed Project – ready to take action if necessary. • Gradual reduction in Covid-19 measures continues. • The HPC vaccination centre remains in operation and will continue to do so. It has provided substantial benefit to those on site and minimised impact on local services. • Approach is guided by the Government strategy of “living with Covid-19”.
3.3	Cost and Schedule Review In February, the project began a review to consider the impact of the pandemic on the project. <ul style="list-style-type: none"> • Site numbers reduced from 5,000 to around 1,500. • Reduced efficiency as a result of social distancing • The project lost in excess of half a million individual days of critical work in 2020 and 2021. • The supply chain was also hit hard and is still impacted now. In April 2020, 180 suppliers were fully shut down. • Adapting the reactor design for UK-specific regulations has required more engineering time and more materials. Marine works have also cost more.

The review confirmed a revised date of June 2027 for Unit 1’s commercial operation and a budget increase of £3bn (a projected range of £25Bn to £26Bn). There is no cost impact on British consumers or taxpayers.

3.4 AC offered reassurance that he had not withheld information when speaking at the Community Forum, on 19th May 2022, noting that EDF Group had not issued this information at the time of the Forum.

3.5 A video was shown at the Forum in which HPC's Delivery Director, Nigel Cann, gave his latest tour of the construction site. The video is available online:
<https://www.youtube.com/watch?v=j7QLjvc1YY8>

3.6 Marine Works

- AC confirmed that the first of the outfall heads was placed out to sea on 14 July 2022. The plan is to lift all 6 heads (2x outfall and 4x intake) this summer.
- This is a huge engineering challenge that represents a major milestone for marine works.
- The connection to the tunnels will follow.
- There will be two cranes, "Gulliver" and "Rambiz", which are as large as football pitches and will be clearly visible from the shore.

AC used two images to demonstrate how the intake heads are placed on the sea floor and connected into the tunnels.

3.7 Update: Workforce Uplift

- All matters now agreed by the 3 Councils, Emergency Services and National Highways at the Transport Review Group and Socio-Economic Advisory Group.
- All key strategies have been updated.
- Supplementary Section 106 agreement in place.

3.8 Material Change to the DCO

AC gave an update on the timeline for the material change to the DCO.

Application to be made to the Secretary of State for:

- 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.

3.9 Material Change to the DCO – Timetable

AC ran through the timeline for the Material Change to the DCO:

- The Statutory Pre-Application Consultation is due to begin in Autumn 2022 and will run for around 6 weeks.
- This will be followed by the submission of the application, consultation and pre-examination period which will last for 5 months.
- The examination period will last for four months in spring/summer 2023.

- The Inspectors recommendation to the Secretary of State will then take place. It will be around another two months before a final decision is made by the Secretary of State, likely to be in winter 2023.

3.10 RSR Permit - Change from Wet to Dry Storage

- Alongside the DCO process, HPC has made an application to the Environment Agency to vary its existing Radioactive Substance Regulation (RSR) Permit.
- The EA will shortly consult on the content of this application.
- The change to the fuel store and to the RSR permit does not alter the quantities of spent fuel produced or to the discharge limits originally approved.
- Only spent fuel from HPC will be stored at HPC.
- There is no change to the radiological impact to members of the public from discharges or to the wider environment as a result of the changes proposed to the permit.
- A dry Interim Spent Fuel Store (ISFS) does not require a stack.

3.11 Hazardous Substances Consent

- HPC is making a Hazardous Substances Consent application to Somerset West and Taunton Council.
- As with all operational power stations chemicals and gases such as Diesel and Hydrazine are needed to operate and maintain equipment.
- The Council will seek advice and guidance from the Office for Nuclear Regulation and the Environment Agency as described in the relevant guidance.
- The application process is expected to take approximately 12 months.

Pre-submitted Questions

3.12 Roy Pumfrey – Stop Hinkley Action Group

“How realistic are EDFs revised budgets and timescale for completion of HPC in view of the escalating costs of fuel, labour and raw materials and a general shortage of labour in the UK?”

Answer: AC said the budgets are developed to be as robust as possible, even forecasting the current labour and raw material availability.

3.13 Roy Pumfrey – Stop Hinkley Action Group

“What is the timescale for the Applications for Material Changes to the DCO other than the Acoustic Fish Deterrent?”

Answer: AC said this is all packaged together as one application.

AC said HPC are still awaiting the Secretary of State’s permit decision on the AFD but clarified that this is separate from the DCO.

Andrew Goodchild (AG) outlined the three things HPC require:

- The permit from the Environment Agency / Secretary of State.
- Requirement CW1, currently worded as HPC having to positively install an AFD prior to abstracting, which needs to be varied or changed in the DCO.
- A marine licence from the MMO.

3.14 Responding to a question from HD on marine works and safety, AC said there is a Harbour Master, and all elements are fully listed on charts and distributed across a wide network to all boat users of the Severn Estuary. Brian Buckingham (BB) said a notice to mariners is

routinely issued, which advises normal shipping that there are activities taking place which could pose a hazard if they do not look out. AC added that there is a 500m exclusion zone around the area, saying this is patrolled and well-marked on buoys.

3.15 RP asked about the sequence for fitting the water intake heads and where the AFD fits in. He also asked about the boring for the outgoing tunnel.
AC said the AFD could be fitted at any point and said that small mining equipment can be used for the tunnel boring.

3.16 Sue Goss asked where the Harbour Master is currently based on the site and whether there will be a harbour master once the station is operational.
AC said Watchet is the main staging area for the Harbour Master vessel. Watchet Marina is used a lot and Cardiff is also used as the vessels come across from Cardiff due to the tidal range. AC could not confirm whether a harbour master will be required once the plant is operational but agreed to provide a note on this. **AFTERNOTE**

AFTERNOTE

SG said there was an advertisement for a harbour master to be based at Hinkley previously. AC said this could have been an advertisement for the current harbour master who is based at site. AG confirmed there is also a deputy harbour master and that they also cover jetty operations.

3.17 John Burton (JB) asked for the current number of workers on site.
AG confirmed 7,875 as the June five day rule figure.

3.18 GP asked for clarification on whether the coastal path in front of HPC will become available beyond 2027.
AG said one of the DCO requirements is to open the coastal footpath “when it is safe to do so”. He explained that there is also the security aspect of safety. The coastal path will run on the inside of the seawall, there will be an off-set between the path and the security fence. HPC will need to have installed the permanent security fence on the inside of the wall so that those using the coastal path cannot enter the power station complex. He said that there is no date confirmed for this yet, but it will be some time into the future, and that in the meantime HPC will continue to maintain the coastal path diversion around the whole site.

3.19 Responding to JB, AG said the coastal footpath would be on the inside of the wall. AC suggested that it is similar in height to the sea wall at Burnham-on-Sea.

**3.20 New Cyclepath Proposal
Current Position**

AW gave an update on the new cyclepath proposal running from Steart to site. He confirmed that the first meeting has taken place with Otterhampton Parish Council (Afternote: AW was in fact referring to a meeting with the Steart Forum) to discuss the approach to the public and council consultations leading up to potential submission of a planning application.

HPC will begin a consultation in September and seek views on:

- Routing (alignment with Bridleway Creation Order route or not).
- The width of the route.
- Types and options for surfacing.

- The needs of users inc. Commoners / Landowners / Bodies inc. the Environment Agency
- Nature of access required / vehicles that are used.
- The location of cattle grids / other essential infrastructure.
- The approach to signage.
- Whether additional parking is needed to alleviate pressure along the route from users.
- Details of the connections at either end to existing routes.

3.21 Approach to Consultation

- Public events to be held in both Combswich and Stogursey.
- Online drop-in sessions on different days at different times.
- There will be a workshop at the HPC Main Site Forum in October.
- Workshop with the Steart Forum (special meeting if required).
- Information, Q&A and a Questionnaire will be hosted on the HPC website.
- Details will be disseminated using HPC's established networks.

Separately HPC will engage in detailed discussions with landowners and discuss approach to maintenance etc. with key stakeholders to ensure all relevant views are heard.

3.22 Sue Goss (SG) welcomed the fact that consultation is planned on this but asked when HPC will come to address Stogursey Parish Council given that the majority of the cyclepath is within Stogursey parish.

AW said public events will be held in Stogursey and that he is sure HPC can find some means of including Stogursey Parish Council either in this event or separately.

SG made the point that HPC have consulted with Otterhampton Parish Council and it would be appropriate to consult with Stogursey PC as well. AW agreed that this should be possible.

3.23 Preventing Fly-Parking

AW gave an update on efforts and measures to reduce fly-parking.

Fly-Parking - Summary

- Fly-parking remains a key priority area for HPC, the local authorities and the supply chain.
- Complaints of fly-parking have not fully returned to pre-pandemic levels.
- The levels remain stable and are not increasing exponentially.
- Relative to size c7.5k people – there are relatively low numbers.
- There has been a concentration of fly-parking – in “hot-spots” and through repeat offenders.
- There is a remaining challenge of workers rightfully parking close to their own homes.

Direct Mitigation

3.24 AW outlined the role and activities undertaken by the fly-parking team:

- Local area patrols.
- Direct responses to Local Community reports.
- Direct Hot Spot Area focus and increased patrols.
- Monitoring of 6 NNB Park and Ride sites.
- C182 lay-by monitoring and control.

- Bus patronage surveys and Health and Safety checks of stops.

AW said there are new branded enforcement vehicles in place. HPC have a fleet of six Nissan Leaf's and a vehicle wrap will be put on these vehicles to show the local workforce that the fly parking team are in the area in an effort to deter fly-parking behaviour.

Checks and Investigations

3.25 Escalation process

AW spoke on the April figures, explaining that there were 374 checks in total, 68 of these were reported as fly-parking but were actually those who lived locally, 139 were reported as suspected HPC employees, but it could not be proven whether or not they were, which meant that email action could not be taken. He then outlined the escalation process.

3.26 Mitigation

AW outlined mitigation methods against fly-parking:

- Code of Conduct.
- Formal Fly-Parking Policy.
- Internal campaigns – e.g. Community Safety Week.
- Induction for individuals and contractors.
- Collaboration meetings with SPS, ASC and SDC.
- Enforcement and escalation.

3.27 Escalation and Disciplinary Action

AW outlined the escalation and disciplinary action that can be taken:

- New use of Anti-Social Behaviour powers.
- Best practice – Collaborative approach between the Police, Sedgemoor District Council and HPC.
- Police involvement under ASB legislation opens the availability of PNC checks using the Police National Computer.
- ASC have the legal powers to identify un-registered vehicles and act where ASB is evidenced.

3.28 Jake Dade (JD) confirmed that the first ASB letter has been served on a worker for fly-parking.

Limitations

3.29 AW spoke on the challenges in relation to fly-parking:

- Fly-parking is not “illegal”.
- A changing population on-site.
- Difficulty in tracing all vehicles.
- HPC cannot make use of the Police National Database directly.

3.20 Sue Goss asked whether disciplinary action has been formally agreed between the police, Somerset West and Taunton Council and Sedgemoor District Council.
AW said a lot of agencies have been involved but it has been primarily Avon and Somerset Constabulary, along with the councils. JD said it has been mainly Sedgemoor District Council as a lot of the complaints they have received have been around the Sedgemoor campus as a hotspot.

SG asked whether this disciplinary action would apply to any antisocial behaviour in Somerset West and Taunton as well. AW confirmed that this is a blanket policy across the areas covered through fly-parking monitoring.
AG made the point that Nicola Hale would have been involved in these conversations and that she works on behalf of Sedgemoor and Somerset West and Taunton Councils.

- 3.21** Gary Perrett (GP) said a HGV came into Combwich recently. He reported that it was the driver's first day in the job and that he had to be turned around out of Combwich. GP said that there would have been difficulties if he had accessed the village.
Brian Buckingham (BB) asked whether the driver was delivering to the wharf. GP responded that he was not.
AW stated that these deliveries are monitored closely.
AC checked whether the driver making a HPC delivery. GP confirmed this was the case and that he was delivering to the main site.
AC said that suppliers are given clear directions and are GPS tracked. He thanked GP for his help in directing the driver out of Combwich.
- 3.23** Richard Cuttell (RC) spoke on the C182 layby, welcoming the fact that bollards have been put up, but said he is not convinced the operational teams are in place at the weekend. He said there were five cars there on 12th June 2022, and six cars there with cones around them on 26th June 2022.
AW confirmed that there is operational cover at weekends and HPC are currently trying to recruit two positions to give full proper dedicated weekend cover at the layby. He said they can identify the vehicles that have parking permits in them on the database, but that it is difficult to identify those that are not registered.
- 3.24** RC asked whether HPC are still responding to complaints within a certain period of time. AC said the service level agreement is to respond within 14 days maximum, but in normal circumstances it is within days given the amount of resource the project has on this issue.
- 3.25** RC asked whether it is unreasonable to expect a reply on his complaint made on 28th June 2022.
AC said it is not unreasonable to expect a reply. He recognised RC's frustration and explained that there is a complex route for fly-parking complaints in the escalatory process.
- 3.26** Anne Reed asked whether it is possible to put CCTV on this hotspot.
AW said it is not possible due to legal reasons.
- 3.27 Car Sharing Progress Update**
AW said work is taking place on a car sharing scheme to ease the pressure on the Park and Rides. HPC have partnered with a company called Liftshare and everyone on site will be invited to join the scheme. He explained that the scheme has gone live with 12 people to test the system and ensure it is easy to use. He explained how the system works and said the plan is to roll out the scheme towards the end of September to coincide with National Car Share Week.
- 3.28** GP welcomed this and said that once live, it should be transferred to A and B station.

4 Update from Transport Review Group – (Carolyne Morgan, EDF)

4.1 Transport Review Group Quarterly Report

Carolyne Morgan (CM) summarised the Transport Review Group Quarterly Report for Q1 (January to March 2022), presented to the Transport Review Group on 9th May 2022.

4.2 Construction Workforce Travel Plan (CWTP)

CM said the HPC bus service and walking numbers are increasing.

- 86.7% buses
- 8.7% pedestrians walking to site (including those walking to campus)

4.3 CM gave a summary of HPC bus passengers from key locations:

- Washford Cross P&R – 2%
- Quantock Lakes P&R / Cannington – 11%
- Taunton & J25 P&R – 9%
- Bridgwater (including Campus) – 33%
- Local – 4%
- BoS – 0.9%
- WSM – 0%
- J23 P&R – 26%
- J24 P&R – 11%

4.4 HPC helpline complaints

Fly parking complaints received by HPC Helpline for Q1 2022 was 108. Complaints are down on the previous quarter.

- HPC Worker not Fly Parking – 5 5%
- HPC Worker Fly Parking 30 – 28%
- Not a HPC Worker 73 – 68%

4.5 HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes – Q1 2022

CM said HPC are within the caps, with 184 average daily movements. Routes 1 and 2 are within the DCO permitted movements.

4.6 Time Restrictions - HGV Movements (Q1 2022)

With regard to HGV movements, CM said there were 23 breaches in this quarter (0.16% of total HGV movements), a reduction on the previous quarter.

4.7 Construction Traffic Management Plan (CTMP)

CM outlined the average daily HGV movements and deliveries for Q4, Q1 and the forecast for Q2 2022.

Q4 average

- Daily HGV Movements 207
- Daily HGV deliveries 102

Q1 average

- Daily HGV movements 184
- Daily HGV deliveries 98

Forecast Q2 2022

- Daily HGV Movements 252
- Daily HGV Deliveries 126

5 Combwich Wharf and AIL Movements Update (Brian Buckingham, EDF)

5.1 Brian Buckingham (BB) gave an update on works and activity at Combwich Wharf.

5.2 Combwich Wharf Phase 2C Construction 17 Sep – 20 Dec 22

Background:

- The refurbishment scheme for Combwich Wharf has been partially implemented, with the completion of the Phase 2B works, primarily to replace the Abnormal Loads Quay.
- The original construction scheme was to raise the Berth Bed level to allow aground discharge of Roll On- Roll Off cargo.
- HPC originally investigated an innovative approach to provide additional capability through a Barge on Barge (B2) solution, however this could not be delivered within the timelines required by the project.
- HPC will now revert to a construction (light) design based on inverted concrete culverts supported by a self-compacting granular fill.
- The culvert will be manufactured offsite and transported for install.
- This will require a 14-week construction program between 17 Sep–20 Dec 22.
- Tidal working patterns will need to be adopted and agreed by Sedgemoor District Council.

5.3 Combwich Wharf – Culvert Construction Design

BB spoke on the culvert construction design.

He said there are two identical barges, which are three years old, that have been repurposed and were mobilised last week.

5.4 Notifications of C182 AIL movements

- HPC are committed to avoiding busy periods along this road as much as possible, however recent temporary changes in how this transportation is managed will involve these movements being managed by Avon and Somerset Police.
- Due to the availability of the Policing team to support this activity, this may mean that some of the upcoming deliveries need to be moved mid-week and some of the notice periods will be shorter than 3 weeks in advance. This is a temporary arrangement applicable to the next few deliveries.
- HPC will continue to notify of upcoming dates as far in advance as possible and will maintain 2-3 days notice for text message reminders of upcoming deliveries.

5.5 BB reiterated that the planned days are predominantly weekends and Sundays to mitigate the impact on the local population and the workforce at A, B and C station.

5.6 RC said the police will be escorting AILs, not HPC, and this is more likely to be during the week, asking why this is the case and who will fund the police presence. BB explained that HPC hope to have an alternative service provider by the end of the year but in the interim period have had to go back to Avon and Somerset Police for support. He outlined the constraints in terms of police resource but said HPC will continue to campaign with the police to do this on Sunday.

- 5.7 GP asked whether AILs are roll-on and roll-off.
BB confirmed this is the case.

6 Any other business - (Chair)

- 6.1 RC asked whether there are plans in the near future to upgrade the C182.
Andy Coupe said the previous works on the C182 were largely around repairs. He said bi-annual surveys are undertaken of the A39, A38 and C182 to look at the lifespan of the roads. He said the C182 has previously been a focal point of investment. He said further money has been secured and the Highways Maintenance Team are currently looking at where the priorities exist.

7 Date of next meeting: Thursday 17th November 2022

- 7.1 The next Transport Forum will take place on Thursday 17th November 2022.
7.2 The meeting ended.

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