

DRAFT Meeting Report

Regarding:

**EDF Hinkley Point C:
Community Forum.**

Participating:

Paul Kelly, *Chair*

Alun Griffiths, *ONR*

Allan Jeffery, *Green Party*

Anne Reed, *Wembdon Parish Council*

Bruce Eyley, *Kilve Parish Council*

Jane Tomaney, *EDF*

Justin Sargent, *Somerset Community Foundation*

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

Roy Pumfrey, *Stop Hinkley*

Sue Spicer, *Burton Resident*

Sue Goss, *Stogursey Parish Council*

Steve Pettitt, *Cannington Parish Council*

John Roberts, *Nether Stowey Parish Council*

Steve Hasakyne, *National Grid*

Doug Bamsey, *Sedgemoor District Council*

Rosemary Woods, *Somerset County Council*

Ade Murphy, *Stockland Bristol*

Terry Ayre, *Member of the public*

Karen Ayre, *Member of the public*

Joanna Whitehead, *Somerset County Council*

Sarah Nason, *Holford Parish Council*

Shaun Ryall, *Cannington Parish Council*

Date & Venue:

Thursday 19th January 2023 – 6pm

**Meeting held at: Bridgwater & Taunton College,
Cannington**

Leigh Redman, *Bridgwater Town Council*

Geoff Richardson, *North Somerset Council*

Peter Payne, *Williton Parish Council*

Briony Waterman, *Somerset West & Taunton Council*

Neil Kimmins, *Avon & Somerset Police*

Nicola Hale, *Community Safety Officer, Sedgemoor
District Council & Somerset West & Taunton Council*

Tina Gardener, *Fiddington Parish Council*

EDF Team:

Andrew Cockcroft, *EDF*

Anne Lawrence, *EDF*

Andrew Goodchild, *EDF*

Stacy Walker, *EDF*

Drew Aspinwall, *SEC Newgate UK*

Robyn Evans, *SEC Newgate UK*

James Long, *Balfour Beatty*

Apologies received:

Iain Liddell-Grainger MP

Jon Ayers, *Environment Agency*

Ben Shayler, *Environment Agency*

In addition to the forum meeting notes and agendas, all presentations and reports are available at www.edfenergy.com/hpccommunity

Item	Action
1 Introductions	
1.1 Paul Kelly ('The Chair') welcomed everyone to the meeting and ran through the venue arrangements and forum protocols.	
2 Meeting Note and Matters Arising	
2.1 The Chair reviewed the previous Community Forum meeting note from 22 nd September 2022 including the actions and after-notes and invited any further comment.	
2.2 3.18 and 3.19 – Andrew Cockcroft (AC) said an agenda item would be delivered at that evening's Community Forum by a subject matter specialist on timings to connect the intake heads to the colling water tunnels, along with an animation to demonstrate how they are connected.	
2.3 3.21 – Richard Cuttell (RC) confirmed that he was happy with the afternote provided on the number of incidents involving external emergency services that had taken place over the 6 month period Jan-June 2022.	
2.4 3.24 – Sue Goss (SG) acknowledged that images were shown at the Main Site Forum on 20 th October 2022 to show how HPC is protecting the integrity of Green Lane.	
2.5 4.8 – RC said the afternote provided on the fish return system was satisfactory.	
2.6 6.9 – SG acknowledged that Justin Sargent (JS) provided an afternote on the amount of remaining DCO funding.	
2.7 There were no further comments and Members then agreed the meeting note, which can be found at www.edfenergy.com/hpccommunity	
3 Project Progress – (Andrew Cockcroft and Anne Lawrence, EDF)	
3.1 Safety and Learning Anne Lawrence (AL) spoke on two recent incidents that had taken place. AL began by addressing the fatality on site last year, which is currently subject to an investigation by HPC, the police and the regulator (ONR). As these investigations are live, AL could not say much more on the circumstances related to the fatality other than the fact that that an earth moving operation was taking place and a member of the HPC team lost their life. She said that as part of these investigations, HPC are, as with any incident, keen to understand why it happened and to put measures in place to prevent a reoccurrence.	
3.2 AL also addressed an incident that had taken place earlier in the week where a double decker bus going from the Sedgemoor Campus to site overturned in icy road conditions as it approached a roundabout on the A39. There were 71 people on board, including the driver. A number of those individuals were triaged at the scene, with 8 people in hospital with varying injuries at the time of the meeting. AL said the people on the bus that helped before the emergency services arrived did all they could to help the individuals and traffic at the time and that the response of the emergency services should also be commended. AL gave assurance that HPC are looking after the individuals	

affected, whether it is those in hospital, those injured or those that knew people who were injured. She said that the incident and the reasons why it happened will be looked at in time.

AFTERNOTE: All injured persons have now been discharged from hospital.

AFTERNOTE

3.3 Peter Payne (PP) wished all those injured and affected by the trauma of the incident a speedy recovery and thanked the emergency services for the actions taken on the day.

3.4 Project Progress Update

Andrew Cockcroft (AC) gave an update on key milestones undertaken in 2022 and a look ahead to 2023.

3.5 Unit 1 - Liner Ring 3

- The final 11 metre prefabricated steel ring liner has been lifted into place.
- Unit 1 now stands at over 40m and is ready for the installation of its iconic domed roof in 2023.

3.6 Reactor Pressure Vessel Complete

- The first nuclear reactor built for a British power station in more than 30 years is complete and ready for delivery to HPC.
- The “reactor pressure vessel” is the high strength cylinder that contains the nuclear fuel and the chain reaction needed to make heat.
- At just 13m long and weighing in at 500 tonnes, each of the two reactors at HPC will help power around 3 million British homes.
- The reactor has been built in France by Framatome; the same nuclear engineering company which built Britain’s last nuclear reactor, at Sizewell B in 1991.
- Teams have spent 80,000 engineering hours on its construction.

3.7 Unit 1 – Storage Pools

- One of the project’s heaviest lifts has been completed successfully as the Lance Storage and Transfer Compartment Pools were placed into Unit 1.
- Weighing in at around 780 tonnes the lift marked the end of more than 12 months of intense assembly work in its prefabrication building.

3.8 Progress in 2023

- The project will reach the peak of construction with both main civil works and mechanical and electrical installations in progress.
- This will be the year HPC place the Dome onto Unit 1 and receive the Reactor Pressure Vessel on site.
- In the Bristol Channel, work will take place to drill the shafts to connect the heads to the cooling water tunnels.
- The main control room that has been pre-fabricated will also be transferred into Unit 1 for its fit out.
- In addition, the suppliers of the Nuclear Steam Supply System (Framatome) and Turbine (GE) will increase their presence on site and start installing equipment.
- The MEH teams will also be accelerating the installation of 1,000km’s of pipework and cabling as rooms are transferred from the main civils work.

3.9 Combwich Wharf and Logistics

- All remediation work is now complete at Combwich Wharf with the installation of an upgraded berthing bed.
- There will be a busy schedule of deliveries as major components will begin to arrive to support the Mechanical and Electrical installation.

- Training of in-house teams to carry out escorted moves along the C182 has completed and awaiting vetting confirmation.
- There is a focus on looking to weekend movement windows but HPC will need to ensure that deliveries spend as little time as possible at the Wharf itself.
- AC said he is conscious that deliveries will be increasing this year and there will be periods where there are loads coming in every week. He encouraged people to sign up to the distribution list which provides updates on when loads are due to be transported along the C182.

3.10 Community Work at Christmas

AC outlined the support that HPC teams gave to local charities over the Christmas period:

- HPC campus restaurants opened their doors for charities and vulnerable people whilst the projects main civil engineering partner BYLOR helped the Bridgwater Salvation Army with their “Be a star” appeal.
- Meanwhile, the Unite the Union South West branch was donating to the Bridgwater foodbank and mechanical and electrical teams lent a hand to Open Door Taunton, a day centre for the homeless community.

3.11 Team News

AC introduced Stacy Walker who has taken over from Vicki Dingwall as Stakeholder Relations Manager, joining HPC from the UK Hydrographic Office.

AC also informed members that Rob Jordan, formerly part of the project, will be re-joining HPC to take on role of Civils and Construction Director from 15th February 2023.

3.12 The HPC 2022 end of year film was shown and is available [here](#).

3.13 Geoff Richardson (GR) asked about the testing process for the Reactor Pressure Vessel (RPV). AC said a huge amount of work is undertaken at the facility in France before it leaves, including non-destructive testing, to ensure everything is up to standard. He stressed the RPV has taken years to make by incredibly skilled people and engineers, with quality checks undertaken as it comes in.

AL offered assurance that HPC is very strict and requires records to show that the RPV has passed its testing. It needs to arrive, get stored and lifted safely, which all involves work and learning to optimise this. AL said the onus is on HPC to ensure that this is done correctly but said there is an open book policy with the ONR.

Rosemary Woods (RW) welcomed the reassurance that was offered.

3.14 Allan Jeffery (AJ) said a photograph shown in the project update talked about the compartment pools, asking whether this is where the water is stored.

AC said there are a number of different pools within the reactor system and referred back to the presentation to point out where the core sits in a pressurised water reactor. He said the entire section is underwater and this is what is being referred to in this context when talking about a pool in the reactor.

3.15 AJ said that different pipes all go through the pond. AC said this is the case.

3.16 Sue Spicer (SS) asked whether there will be a second polar crane for the second reactor. AC said yes everything that is talked about for Unit 1 will be exactly the same for Unit 2.

3.17 RC asked whether the secondary road in Combrich Wharf has been built to get traffic past when AILs were being held there.

Andrew Goodchild (AG) said an application still needs to be submitted and therefore as work has not yet commenced, in the meantime the haul road will be blocked when especially large AILs like

the RPV are brought in and held before being transferred to site. AC added that the main access road (the haul road) is ready.

- 3.18** Bruce Eyley (BE) asked what is being done to give the workforce confidence to go about their jobs in light of the fatality on site.
AL said that after the fatality took place, all but the essential work stopped, and the project went back to basics before restarting construction activities. She said a brainstorm was undertaken to consider what the causes of the accident might have been, before going back to the Tier 1's to seek reassurance that all has been done to make site as safe as possible. She said there have been briefings of the workforce and that some changes were made as improvements were identified. AL highlighted other activity that took place in November, saying that workers at HPC have been subject to briefings, reminded of working with the right tools and information, campaigns have been refreshed and that workers have been reminded of all of this in January.
- 3.19** Roy Pumfrey said there would not be any HPC traffic on the A39 if HPC had not fought so hard and did away with the idea of a northern bypass, which was in the 1988 plan for the project. He said it was interesting that the vehicle coming from Bridgwater ended up on its side facing back towards where it had come from.
AC acknowledged the historical background and noted that the final direction of the bus involved in the accident shown in pictures could have caused confusion.
- 3.20** **Pre-submitted Questions – Project Progress Update**
Submitted by Roy Pumfrey, Stop Hinkley
'After devoting considerable time to the Pontins accommodation issue at the last Forum, why is there nothing about this for this forum and what is the situation regarding the refurbishment and amount of accommodation now available at Pontins?'
Answer: AC said this was left out of this Forum due to time constraints but he went on to provide an update, confirming that around 100 people are currently at the Pontins site and interest is good, with a waiting list of over 300. A gradual refurbishment process is taking place and more people will be able to move into the accommodation as separate blocks are complete. Going on the current trajectory, it looks like the accommodation will reach its full capacity of around 900 by the summer.
- 3.21** Leigh Redman (LR) asked whether the build up to the Pontins accommodation will be communicated to the nearby areas to ensure there is no negative impact.
AC said HPC have been working closely with the local parishes and local business organisations since September and have agreed a package of mitigation for the Brean area, particularly with regard to tourism. He said all the mitigations, support and engagement that take place locally will be transferred to the Pontins site.
- 3.22** LR said he was talking about a reduction in staff living in the surrounding areas.
AC said the campuses remain full and the aim is to reduce the impact on the Private Rented Sector in particular.
- 3.23** LR said he wanted to know if there will be space in the town.
AG said HPC will need to wait for the May workforce survey before being able to answer this question. AC said anecdotal evidence shows that the people signing up for Pontins are saying that they are coming from rented accommodation.
- 3.24** LR said he has heard that the waiting times for complexes is quite long at the moment.
AC said this is correct.

3.25 **Pre-Submitted Question**

Submitted by Allan Jeffery, Green Party Representative
'Bearing in mind the history of falsification of technical details of forging at France, and the cutting up of the original French Reactor Pressure Vessel forgings, for carbon content testing have the tops

of the new reactor pressure vessels been forged in Japan?’

Answer: AC confirmed that the heads are being forged in Japan.

4 Item 4: Briefing Marine Works and Connecting the Cooling Water Tunnels – James Long, Balfour Beatty

4.1 James Long (JL) delivered a briefing on the marine works and connecting the cooling water tunnels. He gave an overview of the Balfour Beatty works, confirming that:

4.2 Onshore Achievements

To date, work has taken place to successfully excavate two 3.5km intake tunnels and one 1.8km outfall tunnel using three Tunnel Boring Machines. The intake tunnels have the capacity to bring in 120,000 litres of sea water from the Bristol Channel every second, supplying HPC’s two nuclear reactors with cooling water.

4.3 Offshore Achievements

Four “intake” and two “outfall” heads have been successfully placed on the bottom of the Bristol Channel. The six structures, some weighing up to almost 5,000 tonnes each, will be connected to the five miles of underground tunnels. The Filter Layer placement has also been completed.

4.4 An animation was shown demonstrating the process of connecting the intake heads to the cooling water tunnels.

4.5 AJ asked how the vertical shaft reaches the intake heads.

JL explained that the head sits on the seabed and there is an opening within the head with a jackup vessel sat above this with a huge drill rig which is lowered to drill down through the opening and through the rock mass. He said this can be done remotely, saying the offshore team have done a lot of work to remove divers as much as possible as it is a high-risk activity. JL added that there is a large steel casing which gets installed temporarily and toed into the rock mass or the seabed and extended up to the jackup vessel, which helps to keep the alignment for the drilling head.

4.6 AJ asked whether there are four intake heads and 2 outflow heads. JL confirmed this is the case.

4.7 SG asked how far under the seabed the tunnel is and what the height of the shaft is.

JL said the steel liner is between 20-25m deep below the seabed and the height of the shaft is similar.

4.8 RC asked whether Balfour Beatty have done this exercise before.

JL said Balfour Beatty have a lot of mining and tunnelling experience, but nobody has undertaken this activity before in this exact way. However, he said that all the component elements have been done before.

4.9 Geoff Richardson (GR) asked whether the water coming in is clean and filtered before it gets into the shaft.

JL said it is seawater but that it goes through baffles within the heads. AC added that it is clean but not purified.

4.10 AJ asked where the water gets pumped away if it gets into the tunnels during the connection works.

JL said it is pumped back up through the tunnels and there is a temporary treatment plant on the main site which can deal with a certain amount of water, confirming that this is more than day to day dirty water ingress and small inundations. If there were to be a significant inundation, then the water can be discharged back into the Bristol Channel in a situation where people’s lives are at risk. AL added that is where emergency arrangements come in.

4.11 AJ said any water that gets into the tunnel goes back into the HPC site and then back into the Severn Estuary.
JL said it is all pumped but that this is a very unlikely scenario, saying that all of the grouting should control the groundwater sufficiently. If this does not do the job, the pumps can operate at lower levels and there are techniques within mining which can be used to stem flows of water.

4.12 LR asked whether the animation can be shared.
AC said unfortunately it cannot be shared as there are sensitivities.

4.13 Pre-submitted Question

Submitted by Allan Jeffery, Green Party Representative
How long will it take to connect the cooling water intake heads to the intake tunnels?
Answer: JL said overall Balfour Beatty's scope should be complete around spring / summer 2025. He said this also incorporates other parts of work but that the completion of the tunnels should take 2 to 2.5 years. He said the actual flooding is a different part of the scope.

4.14 RC questioned how it works for volume going in and out if there are four intake heads and two outflow heads, asking whether they are different sizes.
JL said the two intake tunnels have a 6m internal diameter and the one outfall tunnel has a 7m internal diameter, which equates to around a third extra cross-section area, whilst the connection tunnels have a 4.2m internal diameter.

5 Item 5: Planning Update – Andrew Goodchild, EDF

5.1 Material Change to Development Consent Order

AG gave an update on the Material Change application, including a recap and update on the latest developments.

Recap

- HPC's proposal not to install an AFD requires three approvals: Change to DCO; Environmental Permit; and Marine Licence.
- In 2019 HPC undertook a pre-application consultation on the change to the DCO.
- HPC made an application to vary the Environmental Permit in 2020 and subsequently appealed in 2021. In September 2022 that appeal was dismissed by the Secretary of State
- At the end of 2022 HPC were considering challenging the decision and were preparing a further DCO consultation covering AFD and four other matters including revisions to the Interim Spent Fuel Store.

Update

- Following positive conversations with the Environment Agency, HPC decided not to challenge the SoS's decision on the Environmental Permit appeal.
- Instead, HPC will work with the EA and other relevant bodies to develop a compensation scheme to address impacts on migratory fish and the assemblage of fish in the Bristol Channel.

5.2 Anticipated Timetable

AG went on to set out the anticipated timeline for the DCO, permit and licence. The process has begun on the design of a compensation scheme and HPC plan to undertake the pre-application consultation in the summer, which will include the details of this compensation scheme. This will lead to HPC being able to make an application before the end of the year. An examination and a decision will follow thereafter in the spring and summer of 2024.

5.3 LR asked for clarity on whether the compensation scheme is referring to financial compensation.
AG said compensation means measures to both assist the migratory fish and their journeys back up

rivers to reproduce. He said there are various schemes and ways of doing this, removing obstacles being one of the ways, but you can also improve the habitat at the top of rivers in order to encourage reproduction. In terms of the assemblage, creating salt marsh aids reproduction and gives juvenile fish somewhere safe to grow up.

5.4 AG said that at the end of last year, the HPC environment team made a fresh permit application, and anticipate that the consultation on that will begin shortly, within the next week or so, with a decision expected in June. The permit decision decided by the SoS included considerations of both water quality and the impact of the loss of fish. AG said this is not a best practice approach, as the permit at Sizewell C deals with water quality issues and the DCO deals with the marine impact, and the Environment Agency have agreed to adopt this approach. Therefore, HPC will deal with the impact of not installing the AFD from a marine ecology perspective within the DCO, and the permit will just deal with the water quality issues. With regard to the change to the marine licence, AG said HPC will make this application to the marine management organisation on or around the time the DCO application is made towards the end of this year.

5.5 AJ argued that HPC do not want to use the AFD because of health and safety reasons, technical reasons, and also possibly financial reasons and that this is going back on what was promised in 2015 for the DCO to fit an AFD. AG said HPC's view is that it is unsafe to install and maintain the AFD system, saying that technically it will not work nor do the job that was anticipated when it was first conceived in 2011/12. He said the other way of dealing with the impact on the marine environment and ecology is to provide the compensation measures, meaning that there will be fish loss, but more fish in the Bristol Channel so there will not be a negative impact, resulting in a better outcome from a marine ecology perspective.

5.6 Ade Murphy (AM) said that when the AFD was first proposed, there was a map during the public consultation showing Southern Ireland and the level of impact in this area. He asked whether the project would be willing to share what the impact will be on the Bristol Channel. AG said different species of fish behave differently and have different geographies. He confirmed that the information set out in the consultation and application will address the affected species and assemblage as a whole and various compensation measures will be set out in order to deal with the different fish. The outcome of the measures is something that will be tested through the DCO application and examination, and ultimately the SoS will decide on whether the measures are sufficient.

5.7 GR asked what is happening at other power stations in this regard. AG said there were some concepts of AFD systems, but that HPC was the only power station promoting the three measures in its original proposal: low velocity side intake heads, an AFD and a fish return and recovery system. He said that HPC's current case is that the fish return and recovery system and low velocity side intake heads, along with compensation, minimises the impact on fish and the marine environment.

5.8 RC asked about what possible compensation a fisherman would get if they caught less fish. AG did not have a direct answer but said HPC will need to demonstrate to the right people that the number of mature fish a fisherperson would catch in the Bristol Channel remains at the level it would do with Hinkley Point C drawing and discharging water. The cooling water (CW2) requirement requires HPC to put in place a monitor and management system which would also require additional mitigation if it showed that the number of fish being lost is more significant.

5.9 Introduction to Hinkley Logistics Hub

Junction 24 Hinkley Logistics Hub

- HPC has taken a 5 year lease on the former Argos Distribution Centre site near Junction 24.

- This will use the warehouse to store equipment and material prior to it being transported to HPC (similar to the warehouse at the existing Junction 24 Park and Ride site).
- The number of HGV movements will not be as intensive compared to the former occupier and so HPC propose to make use of the hardstanding around the building as bus storage with some additional park and ride capacity.

5.10 Junction 24 Hinkley Logistics Hub Rational

- The additional parking (around 650 cars) will provide HPC with additional spaces at the peak of construction.
- This will help HPC achieve a better distribution between J23 and J24 whilst work at Dunball Roundabout is undertaken by the Council in 2023/24.
- It will create additional employment opportunities for local people / former distribution centre staff.
- It will allow SPS to retain their base of operations at J24.
- HPC is preparing an application to be submitted in January/February for the park and ride use with a separate application for some fencing at the site which was submitted earlier in January.

5.11 AG encouraged Forum member to ask any questions they have in relation to the proposal for the hub and for any thoughts or comments which they would like HPC to take into account when preparing the application which will be submitted to Sedgemoor District Council.

5.12 LR said the junction is quite busy at times and that he assumes there will be a transport strategy linked as part of the application.
AG said HPC will submit a transport assessment with the application and have already been talking about the scope of this with colleagues at Somerset County Council and National Highways. He said HPC's use will be different to the patterns of use at Argos but that they will still need to look at the morning and afternoon peak movements associated with the additional park and ride spaces.

5.13 LR asked whether HPC can come and talk to Bridgwater Town Council about the plan.
AG agreed to do this and to take similar action with North Petherton Town Council. **ACTION**
AFTERNOTE: Meeting with Bridgwater Town Council to take place on 7th April.

**ACTION &
AFTERNOTE**

5.14 RW asked about mitigation once construction at HPC is complete, suggesting the parking areas near the motorway could be used for a park and ride for the motorway.
AG said this will be a major topic for HPC to consider and conversations have started on who could take the facilities over and what could be converted into other uses. He said some of the facilities may be required into the early stages of the operation of the power station. AC added that officers within Somerset County Council are also looking at this and considering it with HPC.

5.15 Pre-Submitted Questions

Submitted by Roy Pumfrey, Stop Hinkley

'How many workers are currently on site, how does this number compare with the anticipated number at this time and how does recruitment for HPC impact on the availability of skilled workers for HPA (and subsequent HPB) decommissioning, a concern voiced by Magnox in a recent ONR report?'

AG said in November there were just over 9,000 workers on site when measured against the five day rule. He explained this does not mean 9,000 all working on site at the same time, rather 9,000 came through the gate five or more days throughout the month. AG said this represents slightly above the peak workforce that the project expected in its latest estimate (in early 2020) when talking about workforce uplift. He added that this dropped to just over 7,000 in December due to Christmas, noting that it fluctuates month by month depending on people's working patterns.

5.16 AG made the point that some of the roles, patterns of work and activity has changed since the

pandemic, explaining that some of the workforce work from home during the week. The last workforce survey identified that 19% of the home-based workforce are travelling more than 90 minutes to get to site, with AG saying that this was not envisaged within the original DCO.

He said that HPC will be looking at some of the metrics and patterns of activity together with colleagues in the local authorities. Discussions will be held on how these changing patterns may affect the peak workforce number and if there is a need to refresh the topic papers. The outcomes of the workforce survey for October show that the number of people in the Private Rented Sector in Bridgwater has dropped a little compared to May, even though the workforce has gone up by several hundred. He said a slight spread out and a change in the pattern of where the workforce is staying has started and this will be something to consider during discussions.

With regard to any impact on Hinkley Point A or Hinkley Point B in terms of the decommissioning programme, AG recognised that it is a challenging labour market and HPC hope all the measures put in place including the National College for Nuclear, the construction and energy skills centres and centres of excellence will help attract local people to both the build at HPC and the work that needs to be done at HPA and HPB. He said HPC are working together with colleagues at A and B stations to ensure the skilled workforce needed is available to all. He said that Hinkley have lost people to projects like HS2, but equally people come to work at Hinkley from other infrastructure projects.

- 5.17** RP said HPC must have people working at the project from as far south west as Plymouth, into Wales, far north of Worcester and east of Swindon.
AG said people are travelling further than anticipated to work at the project. He suggested that in terms of working patterns, it is now more manageable for people to take a longer commute if they are only on site a few days a week as opposed to the full week.
RP said this is not the idea of a local workforce that people would have had in mind.
AG said the project is still seeing a significant number of workers from the two local districts, with by far the majority of the home-based workforce continuing to come from Sedgemoor, somewhere between 40-50%.
- 5.18** LR said 90 minutes was classed as the local workforce anyway so there was already a broad spectrum of people coming to site.
- 5.19** AJ said that as the project moves from civil mechanical work to electrical mechanical work, there will be a need for more skilled workers with experience of building these reactors. He asked what sort of numbers of international workers are coming to the area.
AG said there are currently over 50 nationalities on site and there will be some experienced and skilled workers coming over from France as part of the Framatome organisation to help install very specialist equipment. He said there is an international workforce, but the majority are UK residents, some of which have moved closer to the area, along with a healthy number of people who lived within the area already. He said HPC are not expecting a massive change in the nationality profile of the workforce as a result of moving into MEH and said the training centres are there to train local people to take on the roles, with the support of experienced colleagues.
- 5.20 Pre-Submitted Questions**
Submitted by Allan Jeffery, Green Party Representative
'As EDF are not going to challenge the Secretary of State's decision on removing the Acoustic Fish Deterrent, you still seem determined to not use this fish protection measure and are trying to get the Environment Agency to accept compensation measures and change the environmental permit instead. Please give an update on how compensation might be offered to compensate for 60 years of fish and marine life mortality.
Answer: AG said the presentation should have covered this question.
AJ said AFDs are used in different types of thermal reactors around the coastline of the country, not only nuclear but oil and coal as well, and also in Europe. He said the Severn Estuary is the most

protected biodiverse estuary in the British Isles and there are lots of fish internationally protected so it will be a fascinating public inquiry.
AG said ultimately all of this will play out in the forthcoming DCO application and the science will need to be considered.

6 Item 6: Office of Nuclear Regulation Report

6.1 Alun Griffiths (AGr) explained that ONR are an independent statutory regulator and attend the forums as an observer. He went on to outline the work of the ONR.

6.2 ONR Report Q3/4 2022

In this period, routine inspections (including an un-announced out of hours inspection) of the HPC site covered the following: plant construction and/or commissioning; emergency preparedness; quality assurance and records; organisational capability; conventional (non nuclear) health and safety; and security.

6.3 Permissioning

Under Licence Condition 19, the ONR applied flexible permissioning (Enhanced Implementation, Monitoring and Control (EIM&C)) to the shipment of the unit 1 Reactor Pressure Vessel from the Framatome manufacturing plant in St Marcel, France.

ONR's next major permissioning point, using primary powers, will be the start of inactive commissioning. However, in advance of that ONR will continue to apply flexible permissioning to allow the start of a number of other activities.

6.4 Non-routine Matters

ONR has commenced a formal investigation following the tragic fatality that occurred on site in November 2022. The ONR are working closely with Avon and Somerset Police who are currently leading the investigations on the site.

As a result of inspections on the site, inspectors issued three prohibition notices relating to specific activities involving vehicles and plant machinery.

The prohibition notices were issued under the Health and Safety at Work etc Act 1974 and secondary legislation including the Construction (Design & Management) Regulations 2015 and the Provision and Use of Work Equipment Regulations 1998.

The investigation into the event at site that resulted in a worker sustaining injuries as a result of a rebar mesh wall falling continues.

At this time, the ONR are unable to provide further details about the notices, or about the ongoing investigations, as these remain live inquiries.

6.5 AJ said the ONR is working with EPR reactors built around the world and asked whether Taishan 2 is suffering from the same problem with fuel as Taishan 1.

AGr said the ONR is engaged with this and has working relationships with other international regulators, including the Chinese regulators, but has much closer working relationships with Western nuclear regulatory colleagues. He said the Taishan fuel and what is feeding in is something that will feed into future permissioning decisions on whether this learning has been taken on board.

6.6 AJ said the French ASA said it is not going to allow fuel on site in Flamanville until it has sorted out the breakdown.

AGr said prior experience and whether the duty holder has made an adequate safety case for

bringing fuel onto site, subsequently to take it into active commissioning, will need to be considered. He said the ONR will have to take due account in its assessments of prior operation and experience. These aspects will remain part of the ONR's permissioning activities.

7 Item 7: Update: Community Fund - (Justin Sargent, Somerset Community Foundation)

7.1 Justin Sargent (JS) gave an update on the HPC Community Fund. He spoke on the headline figures, saying they have now passed a commitment to spend more than £7m on grants. Most have gone out, but some of this number reflects future commitments to 215 projects in the communities most affected by the construction of the power station.

7.2 JS said it has not been officially announced yet as it is contingent on match funding being confirmed by the UK Government but the Community Fund has provisionally awarded a £1.25m grant to the Bridgwater Guy Fawkes Carnival charity. This is to renovate their site, and the funding will be released if is matched by £3m from the Town Deal Fund. He also highlighted the awarding of £3,000 towards a £6,000 project at North Petherton Library to replace the shelving and enable them to use the space flexibly as a community space and a library.

7.3 JS outlined some staff changes at the Somerset Community Foundation, with Amelia Thompson joining the team following the departure of Val Bishop. Peter Stolze is still running the small grants whilst Amelia will be responsible for the large grants, with Andy Ridgewell keeping oversight on the programme.

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8 Item 8: Main Site Forum 20th October 2022 - (Chair)

8.1 There were no comments on the draft meeting note of the Main Site Forum (available [here](#)).

9 Item 9: Transport Forum 17th November 2022 - (Chair)

9.1 There were no comments on the draft meeting note of the Transport Forum (available [here](#)).

10 Item 10: Any Other Business

10.1 RC said parishioners have come to him to ask whether buses can reverse for road users (without advancement).

AC said he is aware of where this issue has come from and HPC are working with SPS on policies around this specific issue. AC said there are a number of different scenarios out there but it is not a binary issue.

10.2 LR referenced the bus incident and gave thanks from Bridgwater Town Council to the members of the community in the area who helped.

10.3 LR said that with the formation of the new unitary council in April, district councils will no longer be part of this structure and asked whether the new unitary councillors will be involved in the HPC Forums.

AC said HPC want to make this as inclusive as it can be and will work with the County Council and districts to make sure the right representation is present.

LR said the sooner this communication starts the better.

10.4 RW said that Somerset County Council put a note out saying how sorry they were about the road incident and their thanks for those that provided support on the day.

11 Item 11: Date of next Community Forum

11.1 The next Community Forum will be held on **Thursday 18th May 2023 at 6pm.**

11.2 The meeting ended.