

Meeting Report

Regarding:

EDF Hinkley Point C:
Main Site Forum.

Date & Venue:

Thursday 17th October 2024 – 6pm
Meeting held at: Victory Hall, Stogursey, Bridgwater

Participating:

Doug Bamsey, *Chair*
Allan Searle (AS), *Stogursey Parish Council*
Chris Ford (CF), *Stogursey Parish Council*
John Burton (JB), *Somerset Council*
Chris Morgan (CM), *Somerset Council*
Richard Cuttell (RC), *W.H.A.G*
Graham McLeod (GM), *Resident*
Nicola Hale (NH), *Somerset Council*
Sue Spicer (SS), *Burton resident*
Sue Goss (SG), *Stogursey Parish Council*

EDF Team:

Stacy Walker (SW), *EDF*
Adam Cockings (ACo), *EDF*
Drew Aspinwall (DA), *SEC Newgate UK*
Matthew Williams (MW), *SEC Newgate UK*

Apologies received:

Rosemary Woods, *Somerset Council*
Leigh Redman, *Bridgwater Town Council*
Hugh Davies, *Somerset Council*
HPC Police

Item		Action
1	Item 1 - Introductions	
1.1	Doug Bamsey ('The Chair') welcomed everyone to the meeting, ran through the venue arrangements and forum protocols, and invited all attendees to introduce themselves.	
2	Item 2 - Meeting Note and Matters Arising	
2.1	<p>The Chair reviewed the previous Main Site Forum meeting note from 20th June 2024 including the after-notes and invited any further comment.</p> <p>The following action points from the February meeting were discussed:</p> <p>4.22 – regarding ecology cameras in the southern area – SW explained how there are motion sensors rather than time lapses; these will move around depending on the areas being surveyed. The footage is usually quite grainy. When ecologists visit, they can be seen with cameras – they have been contacted to share any photography that is of better quality.</p> <p>SW said that those will be shared with members and will be on the HPC website.</p> <p>SS asked who owns the cameras? SW replied that it's a mix between WSP, who are HPC's ecology contractors, and HPC's own on-site ecology team.</p>	ACTION SW
2.2	The meeting note was agreed.	
3	Item 3 – Project Progress Update (Stacy Walker - EDF)	
3.1	<p>A video featuring site director Simon Parsons giving an update on progress on the HPC site was shown to members.</p> <p>SG asked whether a ring liner had been put in place since the video was made. SW answered that ring liner 3 has been put into place on Unit 2. Because of efficiencies gained via Unit 1's construction, most of the work on ring liner 3 took place at ground level in existing buildings and wasn't affected by adverse weather conditions – which led to it being put in place 2 months earlier than expected.</p>	
3.2	<p>Turbine hall</p> <ul style="list-style-type: none"> • Excellent progress is being made to the external cladding of the turbine hall – an essential step before components are installed. • HPC expect the cladding work to be completed by the end of October 2024, at which point the full mechanical and electrical fit out can be begin. • Both the 20 and 40 tonne cranes have been energised, ready for use in the component installation phase. 	
3.3	<p>Unit 2 dome</p> <ul style="list-style-type: none"> • Recent work on Unit 2's Dome have been completed 2 weeks ahead of schedule. • All 14 supports have now been fitted quicker thanks to learnings from Unit 1. • Unit 2's dome supports were fitted from within one of the pre-fabrication bunkers leading to easier conditions for the welders to work more efficiently. 	

3.4	<p>Preparations for Reactor Core installation</p> <ul style="list-style-type: none"> At the end of August, the final set of columns for the Hatch Transfer System (HTS) were installed, completing the six columns needed for the system and bridge installation located on the Fuel Building. Construction has also commenced on the Outside Lifting System (OLS) with the base plates and counterweights already installed and the 40-metre-tall column in progress. <p>This will be a 3-day process, hopefully completed by the end of November.</p>	
3.5	<p>Transport and logistics – C182</p> <ul style="list-style-type: none"> Work to repair the C182 will be completed throughout October Overnight phased road closures are taking place between 1900 and 0500, affecting different sections of the road from the Cannington Roundabout to the HPC Southern Roundabout. Whilst Somerset Council carry out the work, we have to make use of the Operation Harold routes and the emergency access road to maintain access to the site for our staff. We apologise for the short-term impact of using this route and are taking steps to limit vehicle numbers as far as possible. <p>SW provided further information for members on the progress made on work so far, and that the first two phases had been completed.</p>	
3.6	<p>Preparing for autumn</p> <ul style="list-style-type: none"> As the nights draw in, HPC know that residents may notice lighting from the site more frequently. Lighting the site during darkness is very important for the health and safety of the workforce. HPC continue to limit it as far as possible to reduce external impact and increase our environmental sustainability and carry out regular lighting surveys. If anyone notices or experiences nuisance lighting from the site, HPC will act on it as soon as they can. Contact out of hours is available and HPC overnight staff are briefed to respond. It is really helpful to provide as much detail as you [members of the public] can – the approximate location in relation to a property and the times it is causing a problem. 	
3.7	<p>Pre-submitted question</p> <p><u>Transportation and compensation</u></p> <p>“I notice you are discussing transportation at your meeting on 17 October 2024. Myself and my family as residents in Shurton, seem to be totally disregarded as far as the continuous closing of the road, which means that we have to reroute, this costs time and money. This seems to completely disregard us, any compensation that should be awarded to us for this, didn’t even seem to occur to EDF. In the same way, the French EDF residents get free electricity living within the vicinity of a nuclear power plant. Why is EDF so full of their own way of disregarding residents but not willing to give any compensation for the inconvenience.”</p> <p>- Pauline Bonella, Shurton resident</p>	

	<p>Answer: In response, SW asked whether this was related to works on the C182 or AIL movements? The road closures aren't within HPC's control; these are of short duration but providing benefit in improvements to the road. If it's regarding large loads [AILs], then HPC endeavours to give as much notice as possible to local residents. SW has given out a small business card for people or to pass on to join the text and email service, where people will receive notice of AILs being brought up the C182.</p> <p>Regarding compensation – Stogursey has a ringfenced pot of money available for local residents, along with the Community Fund for charity or business support. With the AILs the road isn't completely closed, however there is a rolling roadblock. This means that while people may be delayed travelling along the C182, people aren't diverted for long journeys.</p> <p>SW has offered a call to Pauline; CM offered to speak to Pauline about this.</p> <p>SW also added that she understands that EDF French residents do not have free electricity [as stated in the pre-submitted question].</p> <p>SG then asked what does a ringfenced funding mean for Stogursey Parish and this was in reference to the rural car parking fund?</p> <p>SW said that she believes so and will need to check, but believes they are one and the same. SW referenced support as expressed through the Community Fund (eg. the Victory Hall)</p> <p>However, SG suggested that needs to be clarified as it's not a compensation pot.</p> <p>AFTERNOTE Under the original s106 agreement, there was a defined pot of money for Stogursey. Due to the parking challenges being raised, it was agreed that some neighbouring parishes were offered an additional rural car parking fund to bring forward additional parking spaces in their parish; Stogursey hasn't taken this up.</p> <p>3.7.1 CM – described a situation where he got held up on the C182 as some large pieces of equipment were being transported, which caused mayhem; he asked if it would not have been better to close that stretch of the road for 15 minutes, or hold traffic?</p> <p>The Chair suggested that this be answered during Adam Cockings' (ACo) presentation. Then ACo replied that, in fact, these pieces of equipment were nothing to do with HPC, the project was unsighted by this activity until they received a phone call from A&S Police that morning, it was a separate entity [believed to be connected to activities at chicken farm nearby].</p> <p>SW added that HPC were in the same situation as CM, HPC were told to hold buses, which impacted getting empty buses along the C182 to bus people to local Park & Ride. She said that ACo in his presentation will go through HPC's planning for AIL movements along the C182 – and will advise that other entities can use HPC's network to inform people.</p>	<p>AFTERNOTE</p>
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<p>3.8</p>	<p>Pre-submitted question</p> <p><u>Soil stockpiles</u></p> <p>“In view of the fact that some of these piles are contaminated and will therefore not be utilised for infill on site could you explain firstly, if you have enough spoil for the required deep dig infill sites and secondly, how you propose to safely dispose of the contaminated soil?”</p> <p>- Submitted by Susan Goss, <i>Stogursey Parish Council</i></p> <p>Answer: SW asked if the question referred to the soil having a high pH because of the lime?</p> <p>SG said that it was to do with soil that was excavated from the tunnels.</p> <p>SW then replied that some of the material on site is of a high pH, either lime was added to the soil to improve its geotechnicality or the area from which it came.</p> <p>Trials are being conducted to reduce the pH level, that risk is being assessed and once suitable for use across the site without posing a risk to the environment, that soil will be used to backfill. Therefore, HPC will not need to take some off-site and replace with another lot of soil to be used. These trials are taking place at the moment, and SW will update members when the results are known.</p> <p>SG asked how long this will take and if there was a backup plan?</p> <p>SW answered that early indications are that this has been successful elsewhere, HPC need to understand the scale rather than this being first of a kind type move.</p> <p>AFTERNOTE A regular programme of testing is ongoing, a further update will be provided once analysis is complete</p>	<p>AFTERNOTE</p>
<p>3.9</p>	<p>Pre-submitted question</p> <p><u>Roadworks on the C182</u></p> <p>“These very welcome highways works have greatly improved travel experience for all road users so far - however, this has not been without some disadvantages to Stogursey parish.</p> <p>The Operation Harold route through Shurton and Burton has taken a lot of the burden of HPC traffic during the hours of closure and will continue to do so until the roadworks are completed.</p> <p>The Operation Harold route has not been particularly well maintained by Somerset Highways - which sadly seems to be the result of both financial and staffing issues. Our lanes are impacted by heavy agricultural traffic which create potholes and erode edges of the carriageway - the addition of HPC Bus transport during the road closures will only serve to add to this deterioration, unfortunately.</p> <p>As you will recall, the parish council has also raised the issue of lack of maintenance of the signage painted on the carriageway itself along this route - including the 30mph speed signs , double white lines at crucial junctions, plus ‘ Slow ‘ signs etc</p>	

It is not practicable for the Stogursey Parish Clerk to report each of these painted road signage defects individually as suggested at a previous forum meeting by Highways. The parish council would welcome HPC support in having these Operation Harold route issues resolved for the benefit of both our residents and HPC.”

- Submitted by Susan Goss, *Stogursey Parish Council*

Answer: SW replied that she takes on board the comment and agrees with the signage issues and white lines; SW suggests that working with JB and others that there could be a different way of working; and HPC could provide some imagery and visit and identify areas before submitting these as one request to Somerset Council rather than multiple requests on the portal. JB agreed that this would be a sensible way forward.

SG then asked if during phase 3 and 4, will this be first use of the emergency access route? SW said that this has been used before, because of the bend along some of the roads further down over the last five weeks.

RC commented that a neighbour had come to him with a letter with concerns of double-decker buses going down a lane and refusing to reverse. They were concerned that these buses were there, and at no point does the DCO mention buses going down this route.

Answer: SW answered that there will be more double-decker buses using the road at the moment because of the diversion, maybe that means it’s more likely to meet one when people are out. Regarding reversing, SW is aware that this issue has come up before, and buses are able to reverse if safe to do so, but this is not always the safest option. This has been relayed to all HPC drivers.

SW suggested that there has been an improvement – this hasn’t been raised with her in recent months but she would raise with the team again. SW encouraged members to let the HPC team know if there is any dangerous driving by HPC drivers.

CM said that there seems to be a reluctance to reverse by buses, and it can be safe under some circumstances. He suggested there should be more ‘give and take’ between cars and coach drivers.

SW said that she would feed this back and ensure that it’s raised with drivers. With regards to particular incidents, if there is an incident like this then get the VRN (if safe to do so), the time of bus etc. this way HPC can investigate and speak to the driver if necessary.

JB commented that rumours are spreading among locals that Hinkley workers are being put in new mobile homes, and permission may not be given if applied for.

SW said she wouldn’t describe them as ‘mobile homes,’ but would seek clarity. SW isn’t aware of any accommodation being set up there at all. They are ‘extended cabins’ rather than mobile homes.

SG commented that the land was apparently part of Sedgemoor district council, apparently permission has been granted for 5 homes at that site, and the building may be welfare units for that.

4	Item 4: Workforce Uplift (Stacy Walker, EDF)	
4.1	<p>SW said that her colleague Nick Stone unfortunately couldn't attend this evening, so she will continue and delivery his presentation.</p> <p>There is a change to the information provided at the Community Forum in September - work is still underway at the moment to understand the impact of the increased workforce; topic papers are being updated and will be submitted to Somerset Council, these will in turn, be shared with the Local Community Networks (LCNs).</p> <p>The timeline has been adjusted, to allow Somerset Council more time to review the topic papers. The specific LCNs that will discuss them are in local residential areas rather than ones further afield.</p> <p>4.1.1 SG asked if there were any health and wellbeing projects for workers at HPC?</p> <p>Answer: SW replied that there aren't within the local area, however there is a focus on-site and they run multiple projects throughout the year. There was recently a large campaign about blood pressure. Following national initiatives throughout the year, tests are offered on site.</p> <p>SG then asked whether no wellbeing activities such as sport are offered off-site?</p> <p>SW said that here are football teams and multi-sports activities, running clubs on the campuses etc. There are opportunities most evenings on the campuses.</p> <p>NH added that for some of the activities, they are advertised on tables with a QR code. Some walks are also being organised. One in and around Steart Marshes; there are a few in and around the local area, and not just in close proximity to site.</p> <p>4.1.2 CM asked about slide 18 (community safety) – this had long been a concern of his; and said that the local area lacks a police presence, there are a lot of new faces whom nobody knows.</p> <p>Answer: SW said that this was really important – and suggested that when there is the combined Forum meeting people suggest what mitigation for this might look like. Valdo (A&S Police) usually attends these Forums; but SW added there will be the opportunity to feed that into the process as what community safety means to residents. HPC work closely with the policing team so it need not wait until that Forum.</p> <p>NH asked if a police poster could be put up in the Victory Hall, with contacts details on? AS agreed to do this.</p> <p>SG commented that one way to support the community is to ask for more support with the speed watch group, she feels let down by A&S Police by their lack of support, which is a shame as they were doing excellent work. SG cited a bad accident where someone was driving at 60mph in a 30mph limit.</p> <p>SW asked if there was a speed watch coordinator? SW suggested that her and RC have a conversation, she knows that Ewan Love (A&S Police) has been supporting on this front.</p> <p>SW will take this away, however VA could join the meeting and also raise with workforce [eg through site magazine]. RC suggested that the issue is that a PCSO cannot issue speeding tickets etc.</p>	

	<p>AFTERNOTE Ewan has been invited to attend a future Transport Forum meeting to talk the wider police work related to traffic.</p> <p>SG asked if SW could raise the subject at a SSG meeting, so that it can be raised with Hinkley A and B.</p> <p>AFTERNOTE A message has been sent to the workforce at both Hinkley A and B about this.</p>	<p>AFTERNOTE</p> <p>AFTERNOTE</p>
5	<p>Item 5 – Discussion item: transportation of equipment</p> <p>Adam Cockings (ACo) introduced himself as the freight delivery lead for HPC.</p>	
5.1	<p>ACo then explained to members what a marine AIL is, and the dimensions for it to be considered an AIL (which is anything over 2.9m wide, over 44t in weight, or 18.65m long) He said that the largest ‘bits of kit’ are over 5m, over 150t or longer than 30m long.</p> <p>ACo explained that there is a storage facility at Avonmouth, and there are only a few tidal windows where loads can be delivered in Combwich.</p>	
5.2	<p>ACo continued by explaining to members about the Community Safety Accreditation Scheme (CSAS):</p> <ul style="list-style-type: none"> • It creates a framework for public and private bodies to work in partnership with the Police • What does this mean for HPC? <ul style="list-style-type: none"> - An in-house team deliver escorting duties (G4S) - Trained and accredited by Avon & Somerset Constabulary: 3-day classroom plus 2-day practical assessment using specially designed ‘abnormal load’ - Powers granted and exercisable in the Avon & Somerset area - The CSAS team deliver all items up to 7.5m wide. A&S escort all items over 7.5m - 8 CSAS team members required per road move (additional to day job) <p>ACo added that a lot is dependent on the availability of A&S Police; whereas HPC aim to perform AIL movements at weekends.</p>	
5.3	<p>ACo then showed and explained to members the layout of an AIL convoy, with various vehicles ahead and behind a vehicle commander and the AIL itself.</p> <p>He also outlined that if a driver were to ignore the team leader’s direction, they could be prosecuted. There has been an instance where this has happened.</p> <p>ACo explained about the rolling roadblock system, with the primary concern being that the public are kept safe.</p>	
5.4	<p><u>Statistics and images</u></p> <p>ACo then showed members some statistics related to AILs:</p> <ul style="list-style-type: none"> • The CSAS team deliver all items up to 7.5m wide. A&S Police escort all items over 7.5m. • Largest assets (excluding transport): 	

	<ul style="list-style-type: none"> ○ Widest asset – 9.5m ○ Longest asset – 52m ○ Heaviest – 580te (720t with SPMT) ○ Highest – 9.5m (11m with SPMT) <p>He explained how an AIL won't leave Combwich Wharf before 9am on a weekday so as not to interfere with school / work traffic.</p> <p>ACo then showed a series of images of AILs; and explained that there are two different systems. There is a Self-Propelled Modular Transport (SPMT), which spreads the weight but is slow. One of these will take 2 hours to get up to site from Combwich. The other system is an 'intercombi' system – the advantage of this is that items can be taken up the road in 30mins.</p> <p>However, they only allow light items on them, unlike the SPMTs. The team endeavour is to use these where possible, but with items like the steam generators this isn't possible.</p>	
<p>5.5</p> <p>5.1.1</p> <p>5.1.2</p> <p>5.1.3</p> <p>5.1.4</p>	<p>ACo then showed members a video of the steam generator arriving into Combwich and being transported to site.</p> <p>He then responded to a number of questions from members:</p> <p>SG asked if guardian vessels in the channel have any role to play or are they there for protection of underwater works?</p> <p>ACo replied that they do.</p> <p>CM asked if there are load shift sensors on the trailers?</p> <p>ACo said that each axle can spin approx. 280 degrees on its own and can be levelled as much as they want. There will be a sense of needing to be levelled, but SPMT operators are well trained and he praised the drivers of these vehicles.</p> <p>RC commented that the film had evidence of a non-compliant reversing sounder [making a loud noise].</p> <p>SW said that she had made a note of the vehicle.</p> <p>GM asked if there was any extra insurance required?</p> <p>ACo replied that EDF have to go through EDF insurance due to how expensive they are. Regarding driving them, ACo imagines that public liability is necessary but will take that away and find out.</p> <p>AFTERNOTE Each of the AILs is specifically insured depending on the equipment used. The Project itself has its own Public Liability insurance.</p> <p>SW added that often 520t is being spoken about [eg for the steam generators], but in terms of capability of the machinery this is nowhere near the capacity of the SPMT vehicles.</p> <p>RC asked about the closure of access roads and whether the access road been built parallel from the C182 to the wharf as this has been previously spoken about?</p>	<p>AFTERNOTE</p>

5.1.4	<p>ACo said that he didn't believe a second road was being built. There is a second road being built but it is further down, not from the C182. This is because they are dictated by the tide times as to when they can deliver into wharf – and because they don't want to deliver on a weekday the access road becomes clogged up. Hence the need for a second road.</p> <p>The Chair thanked ACo for his informative presentation, and members for their questions.</p>	
6	<p>Item 6 – Any other business</p> <p>The Chair invited items of any other business.</p> <p>SW said that if there any future topics that members would like to cover at future Main Site Forum meetings, to contact her.</p> <p>The Chair added that he is keen that things of particularly importance to the locality be raised at this Forum.</p>	
7	<p>Date of next meeting</p> <p>The next meeting of the Main Site Forum will be on:</p> <p>Thursday, 13th February 2025 in Stogursey Victory Hall at 6pm.</p> <p>The Chair showed members a slide with all the confirmed dates for the three Fora in 2025.</p>	
7.1	<p>The meeting ended</p>	