

## DRAFT Meeting Report

**Regarding:**

EDF Hinkley Point C: Community Forum.

**Participating:**

Doug Bamsey, *Chair*

Sue Goss (SG), *Stogursey Parish Council*

Sue Spicer (SS), *Burton Resident*

Joanna Whitehead (JW), *Somerset Council*

Gill Slocombe (GS), *Somerset Council*

Allan Jeffery (AJ), *Green Party*

Peter Payne (PP), *Williton Parish Council*

Linda Hyde (LH), *North Petherton Parish Council*

Philip Spencer (PS), *North Petherton Parish Council & Hestercombe LCN*

Leigh Redman (LR), *Bridgwater Town Council*

Stuart Hill (SH), *C.H.A.I.R & Wildfowlers*

Roy Pumfrey (RP), *Stop Hinkley*

Jon Ayres (JA), *Environment Agency*

Steve Pettitt (SP), *Cannington Parish Council*

Andy Baker (AB), *Office for Nuclear Regulation (ONR)*

Alun Griffiths (AG), *Office for Nuclear Regulation (ONR)*

Paul Crosland (PC), *Fiddington Parish Council*

Valdo Andrade (VA), *Avon & Somerset Police*

Tessa Bond (TB), *Somerset Council*

**Date:** Thursday 18<sup>th</sup> September 2025 – 6pm

**Meeting held at:**

Bridgwater & Taunton College, Cannington

**EDF Team:**

Andrew Cockcroft (AC), *EDF*

Nick Stone (NS), *EDF*

Richard Clews (RCI), *EDF*

Stacy Walker (SW), *EDF*

Jo Manley (JM), *EDF*

Emma Chorley (EC), *EDF*

Jane Tomaney (JT), *EDF*

Drew Aspinwall (DA), *SEC Newgate UK*

Matthew Williams (MW), *SEC Newgate UK*

**Apologies received:**

Rosemary Woods, *Somerset Council*

Nicola Hale, *Somerset Council*

John Roberts, *Nether Stowey Parish Council*

Justin Sargent, *Somerset Community Foundation*

Amelia Thompson, *Somerset Community Foundation*

Alex Lord, *Environment Agency*

Chris Morgan, *Stogursey Parish Council*

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)

Item		Action
1	<b>Introductions</b>	
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	<b>Previous Meeting Note and Matters Arising</b>	
2.1	<p>The Chair reviewed the previous Community Forum meeting note from 15<sup>th</sup> May 2025 including the actions and after-notes and invited any further comment. The afternotes/actions from the last Forum are outlined below and previously circulated:</p> <p><b>2.1.1</b> Item 3.5.1 (soil stockpiles - afternote AC):</p> <p>AFTERNOTE: This was confirmed in discussion during the main site forum meeting held 19th June. AC and RC confirmed that due to higher alkaline levels in some of the backfill stored in the southern area, backfill for the space between the Operational Service Centre and Unit 1 had to be sourced externally from the site. It was brought to site by vehicle to avoid double handling of the materials at the jetty and contaminating the aggregates used in the production of nuclear-grade concrete. A solution to the higher alkaline levels has been agreed with the EA to ensure it is used in future.</p> <p><b>2.1.2</b> Item 3.14.1 (workforce churn rate - afternote AC):</p> <p>AFTERNOTE: The "churn rate" (the proportion of people leaving the project on a monthly basis) at Hinkley Point C is low at only 2%. The project also working to maximise re-skilling to ensure that people can continue to access employment opportunities as the project progresses.</p> <p><b>2.1.3</b> Item 5.3 (Somerset Community Foundation survey):</p> <p>AFTERNOTE: a mailer was sent to all Forum members on 16th May 2025 with a link to the survey – closing date was 26th May and there were also prizes to be won.</p> <p><b>2.1.4</b> Item 8.3 (electric scooters and bikes - afternote AC):</p> <p>AFTERNOTE: AC has confirmed to SG the following actions are being taken:</p> <ul style="list-style-type: none"> <li>- HPC and Police team to make use of existing e-scooter warning notices</li> <li>- Security at the campus will attach leaflets to all bikes/e-scooters</li> <li>- Security at the campus will try and interject with the people using them to offer suitable words of advice</li> <li>- If the above is ignored then we will try and capture days and times they are arriving/leaving and be at the campus to firstly offer a warning and then if caught again, we will seize the scooter.</li> </ul>	
2.2	Roy Pumfrey (RP) questioned Item 2.1.2 regarding the churn rate, he felt that the 2% churn rate does not match with inducting 500 people per week onto the project.	
2.2.1	The Chair asked Andrew Cockcroft (AC) to address that point under Item 6.	
2.3	There were no further comments, and the meeting note was agreed.	

3	<b>Community Fund Update – (Somerset Community Foundation) – video</b>	
3.1	The Chair noted that although Justin and Amelia from Somerset Community Foundation have given their apologies, they have recorded a presentation with a voiceover which was then shown.	
3.2	<p>Amelia Thompson introduced herself and the Somerset Foundation (SCF) and the HPC Community Fund and said that so far, SCF has awarded 365 grants from the HPC Community Fund totalling: £11,355,275 across communities impacted by the construction of the project.</p> <p>In 2024 / 2025 new grants worth £1,808,349 were awarded to organisations; with 54 grants awarded to organisations across all HPC Community Fund programmes.</p> <p>The link to download the Hinkley Point C Community Fund Annual Report is at the foot of the webpage (link to which is below), if anyone wants a hard copy please contact the team; copies are also available from the visitors centre at Cannington Court if more convenient.</p>	
3.3	<p>Some case studies of grants recently awarded included:</p> <p>Burnham BMX Club based at Apex Park – The charity received a £50,000 grant toward resurfacing the bike track of this popular and growing volunteer-led facility. Some of the attendees are on the Olympic pathway, and the club undertakes valuable engagement, support and sports development in the local community.</p> <p>Over Stowey Cricket Club – £1,560 award for the upgrading the perimeter fencing so they can continue to play safely. The club is very well engaged in the local community, with two senior teams and two teams for the under 16s.</p>	
3.4	<p>Any questions forum members may have can be directed to the team using the details below:</p> <p>Amelia Thompson: amelia.thompson@somersetcf.org.uk 01749 344949 Or visit the website: <a href="https://www.somersetcf.org.uk/grants-and-funding/hpc-community-fund/">https://www.somersetcf.org.uk/grants-and-funding/hpc-community-fund/</a></p>	
4	<b>Update: Office for Nuclear Regulation - Alun Griffiths, Office for Nuclear Regulation (ONR)</b>	
4.1	<p>Alun Griffith (AG) gave an update on his post and the role of the ONR.</p> <p>AG then updated members on the ONR’s activities in the second quarter of 2025.</p> <p>In this period, routine inspections of the Hinkley Point C site covered the following:</p> <ul style="list-style-type: none"> <li>• plant construction and/or commissioning;</li> <li>• examination, maintenance, inspection and testing;</li> <li>• quality assurance and records;</li> <li>• radiography; and</li> <li>• conventional (non-nuclear) health and safety, including life fire safety and emergency arrangements.</li> </ul>	
4.2	ONR continues its engagement with the project via regular site inspections, visits and meetings at NNB GenCo (HPC) Ltd’s offices and supplier locations across the following themes:	

	<ul style="list-style-type: none"> <li>• construction and commissioning</li> <li>• design and safety case;</li> <li>• organisational capability (including supply chain and quality);</li> <li>• pre-operations;</li> <li>• conventional health and safety and fire safety; and</li> <li>• security.</li> </ul> <p>These inspections, along with routine contact with other international regulatory bodies provide ONR with valuable intelligence on the progress NNB GenCo (HPC) Ltd is making developing its competence and capability to manage the design, procurement, and construction of HPC and will inform future permissioning decisions.</p>	
4.3	<p>Permissioning:</p> <p>There have been no permissioning activities in this period.</p> <p>We have notified NNB GenCo limited of ONR intent to apply flexible permissioning to the introduction of the first emergency diesel generator (EDG) into a Unit 1 generator building.</p>	
4.4	<p>Non-routine matters:</p> <p>The investigations into the tragic fatality that occurred on site in November 2022 and the separate event at site that resulted in a worker sustaining injuries as a result of a rebar mesh wall falling have concluded.</p> <p>The outcomes in each case are summarised as follows:</p> <ul style="list-style-type: none"> <li>• In relation to the fatality, NNB GenCo Ltd. and both partners in the BYLOR Joint Venture are to be prosecuted for failings in relation to health and safety legislation.</li> <li>• In relation to the rebar mesh wall event, both partners in the BYLOR Joint Venture are to be prosecuted for failings in relation to health and safety legislation</li> </ul> <p>These outcomes were communicated via our ONR website. Given that matters are now subject to legal proceedings, AG confirmed that the ONR were unable to comment further at this time.</p>	
4.5	<p>Non-routine matters:</p> <p>At the last Community Forum it was reported that ONR had issued an Improvement Notice to NNB Generation Company (HPC) Limited (NNB GenCo), who are the Principal Contractor for the construction project. ONR found that there was a failure by NNB GenCo to plan, manage and monitor the construction phase and coordinate matters relating to health and safety regarding the maintenance and condition of tower cranes. This was in contravention of Construction (Design and Management) Regulations 2015, Regulation 13 (1).</p> <p>Since the notice was served, NNB Generation Company (HPC) Ltd, as the principal contractor, has put in place suitable and sufficient arrangements to ensure risks relating to the maintenance and condition of tower cranes across the HPC site are appropriately managed. We have confirmed that the requirements of the Improvement Notice have been complied with.</p>	
4.6	<p>Pre-submitted question</p> <p>The following question was pre-submitted by Roy Pumfrey (RP), Stop Hinkley:</p>	

	<p>“Given that one of the real reasons for delay at HPC is sabotage by workers keen to extend their employment, how is ONR identifying this and how effective is the Whistleblower operation in detecting sabotage at HPC?”</p>	
4.7	<p>Answer: ONR has a significant and extensive regulatory footprint at the HPC site, implementing a proportionate and targeted inspection and permissioning approach that provides ONR with the necessary assurance that NNB GenCo is adequately controlling its activities.</p> <p>In addition to scheduled inspection, assessment and permissioning activities we undertake a programme of engagement and intelligence-gathering that includes worker engagement, particularly through the worker safety representatives on site and consideration of the adequacy of event reporting arrangements.</p> <p>We have a clear and effective whistleblowing (protected disclosures) and safety concerns reporting process that is available through the ONR website.</p> <p>Concerns, whistleblowing and complaints   Office for Nuclear Regulation Weblink: <a href="https://www.onr.org.uk/about-us/contact-us/whistleblowing-concerns-and-complaints">https://www.onr.org.uk/about-us/contact-us/whistleblowing-concerns-and-complaints</a></p>	
4.8	<p>The Chair asked RP if he was happy with that reply? RP then asked what proportion of your inspection site visits by the ONR are truly unannounced?</p> <p>AG said the answer is more nuanced than that, but reported ONR undertake about 3 visits per year that are truly un-announced, with just a telephone call 20 minutes before arriving at site, this can be up to 6 inspectors coming through; there are other types of visits: one where visits are arranged and specific people lined up so the ONR are able to get the answers to questions that are being investigated, then there are also inspections where the site know we are coming but don't know what we are going to look at when we get there.</p>	
4.9	<p>Stuart Hill (SH) asked if ONR will have additional resources in line with the increased numbers of workers.</p> <p>Yes, there is no impediment in the resource from the ONR, in line with the workforce or responding to activities that may occur on site.</p>	
4.10	<p>AC returned to RP's pre-submitted question (Item 4.6) and said that the allegation put forward his question was very serious, and set out as a statement of fact. AC confirmed and clarified that the project does not recognise the claim and asked RP to provide evidence for this claim if he had it. AC invited RP to share this evidence outside of the meeting.</p>	
5	<p><b>Update: Environment Agency - Jon Ayers, Environment Agency (EA)</b></p>	
5.1	<p>Jon Ayers (JA), introduced himself, his role and gave an overview of EA activity that related to Hinkley Point C.</p> <ul style="list-style-type: none"> <li>• Face-2-face 'Meet the Regulator'-Drop-in session for Hinkley Point stakeholders held at Bridgwater Rugby Club on 10th September 2025.</li> <li>• Next one is on Tuesday 25<sup>th</sup> November 2025 at 15:30, this is a virtual session which is held twice a year. The email address to be asked to be sent the invite is <a href="mailto:hinkleycnnb@environment-agency.gov.uk">hinkleycnnb@environment-agency.gov.uk</a></li> <li>• There are also in-person drop-in sessions on an ad hoc basis (based on interest/demand), but there is not one currently scheduled.</li> </ul>	

<p>5.1.1</p>	<ul style="list-style-type: none"> <li>• Acoustic Fish Deterrent (AFD) - We continue to engage with the company on proposed AFD technologies and will be a statutory consultee in the planning process.</li> <li>• Non-Rad - Positive recent inspection of STW. Agreement on Re-use of tunnelling spoil.</li> <li>• Nuclear Regulation continues with inspections, review of submissions, and routine interactions. We continue to work closely with the ONR. Our focus is shifting to early commissioning activities.</li> </ul> <p>JA also reported that the effluent from the sewerage plant on site was all within limits; and that the EA was confident that the facility can deal with the increased worker numbers, due to how the treatment plant is being managed. JA added that the effluent is treated and monitored through sampling before it is allowed to be discharged.</p>	
<p>5.1.2</p>	<p>Sue Goss (SG) asked about the water quality at Shurton Bars adjacent to the jetty. The water there is not tested as it is not a 'main beach' but a lot of local people do use it.</p> <p>JA added that at Hinkley Point C they also have UV treatment at the plant (Ultra Violet light treatment for killing of bacteria), which is quite unusual.</p> <p>SG requested that it would be reassuring if someone would test the water in that location. It was agreed that SG and JA would continue the discussion outside of the meeting.</p>	
<p>5.2</p>	<p>JA did not present to these slides but these web links / information below are included for fora members' reference:</p> <p>ONR Climate Change <a href="#">Report</a> - ONR worked with us and other environment agencies throughout the themed inspection period and our regulators supported the inspection phase. Our insights are incorporated into this report on pages 17-19.</p> <p>Nuclear Taskforce Interim <a href="#">Report</a> - We welcome the report and its recognition of our role as an expert and independent regulator. The interim report asks several additional questions, and we are preparing responses and further evidence where the questions are relevant to our regulation. We also look forward to continued engagement with the taskforce as they finalise their conclusions and recommendations for publication in the Autumn.</p> <p>Corry <a href="#">Review</a> - an independent review of Defra's regulatory landscape was published in April 2025. It aims to streamline planning and environmental regulation through a transformative new approach, whilst maintaining robust environmental protections. We have responded to the 29 recommendations published in the review, nine are already being fast-tracked, with more actions on the way.</p> <p>Water Commission <a href="#">Review</a> - an Independent Water Commission review was published in July 2025. It aims to provide recommendations for a fundamental 'reset' of the water sector. We are considering what the recommendations in the report mean for the future of the EA, the options for our shape and design. We are developing a plan to ensure we continue to protect and enhance the environment and support sustainable growth.</p> <p>Last Energy PDR <a href="#">Report</a> - Last Energy is proposing to build four microreactors at its Llynfi site in south Wales and has been working with the UK's nuclear regulators through our new innovative review process for reactor designers.</p>	
<p>5.3</p>	<p><b>Consultations</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Winfrith</a> nuclear site – proposal to change radioactive substances permit.</li> <li>• <a href="#">Sizewell C</a> – construction site permit application.</li> </ul>	

	<ul style="list-style-type: none"> <li>• <a href="#">Generic Design Assessment</a> – Comments processes open for comments on 3 x reactor designs.</li> <li>• Hinkley Point B RSR permit varied (following consultation) to reflect end of generation. <ul style="list-style-type: none"> <li>◦ A further RSR transfer application has been received to facilitate transfer of HPB from EDF to NRS, which we will now determine.</li> </ul> </li> </ul> <p><b>Coming up (Autumn 2025)</b></p> <ul style="list-style-type: none"> <li>• GDF Annual Report</li> <li>• Radioactivity and Food and the Environment 2024 report</li> <li>• Chief Regulator's Report</li> <li>• GDA – GEH end of Step 2</li> </ul> <p><b>For regular updates on our nuclear regulation work or wider</b></p> <ul style="list-style-type: none"> <li>• Consultations: <a href="#">Nuclear consultations - Environment Agency - Citizen Space</a></li> <li>• Linked In: <a href="#">Regulating Radioactive Substances, LinkedIn</a></li> <li>• Environment Agency website <a href="#">Environment Agency - GOV.UK</a></li> </ul>	
<b>6</b>	<b>Project Progress Update, Andrew Cockcroft, Head of Stakeholder Relations and Social Impact</b>	
<b>6.1</b>	AC returned to RP's question about numbers of workforce joining per week (Item 2.2). AC said that the actual current number is approximately 12 -15 people per day, or less.	
<b>6.2</b>	<p>AC said that it has been busy summer.</p> <ul style="list-style-type: none"> <li>• 7 key milestones now complete for 2025 including Unit 2 dome lift (17<sup>th</sup> July 2025 many watched it live) and Unit 1 steam generator installation just a week later.</li> <li>• Major milestones later this year will include the completion of primary circuit welding and completion of the pumphouse building.</li> <li>• Mechanical and electrical installations already 6% complete on Unit 1.</li> </ul>	
<b>6.3</b>	<p>Pre-submitted question submitted by Roy Pumfrey, Stop Hinkley:</p> <p>"Complacency on the rate of progress at HPC rules and contrasts with the EdeF Half Yearly Results of 24 July, which stated "HPC MEH programme: currently behind plan, notably due to delays in the delivery of materials. A wide range of improvement initiatives are underway, and the installation rates are expected to pick up by the end of the year.' How are you getting on with this 'catch up'?"</p>	
<b>6.4</b>	<p>Answer:</p> <p>AC said the project is never complacent. It is a hard job but there is a strategic catch up at play. With the 18 months working its way back to the original 12 months as a priority.</p> <p>RP suggested that the increase of the workforce should have had more of an impact on the gap.</p> <p>AC said that some of the catch up is in the sequencing, with items installed in Unit 2 earlier than in Unit 1 but these milestones won't be 'claimed' until later on.</p>	
<b>6.5</b>	Steve Pettitt (SP) asked about fly parking in Cannington, which has been an issue raised with the Parish Council by members of the public. SP said he recognised what was being done, and thanked AC for his time at a previous meeting and requested a follow up meeting to see what more can be done.	

	<p>AC said that the project recognised the impact fly parking has on people’s lives, it is not trivial thing. The project is taking some additional actions including looking at additional parking provision and a new GIS-based tracking system to monitor the specific location of complaints as well, as adding to the capacity of the fly parking team. He added that when workers get to the end of the ‘3-stage’ rule and in breach of the project code of conduct, they will, and many have, had their employment terminated.</p>	
<b>7</b>	<p><b>Workforce Uplift Topic Papers – a) Introduction</b>          Andrew Cockcroft, Head of Stakeholder Relations and Social Impact          Nick Stone, Head of Site Nuclear Compliance          Richard Clews, Planning Manager</p>	
<b>7.1</b>	<p>AC gave an introduction and showed a graph as to the indicative workforce numbers to give the context of the discussion (Slide 26 in the presentation pack)</p> <p>12,000 people are currently working on the project; this number rises to a high-scenario peak of around 15,000, which then plateaus before dropping down in stages, the second significant drop in workforce will be as a result of key milestones such as the flooding of forebays, the delivery of nuclear fuel and commissioning of each unit.</p> <p>Mitigation measures set against this higher worse case estimate of 15k and proposed to be in place even as workforce drops.</p> <p>AC said that the topic papers are under review by Somerset Council specialists and that the overall mitigation package being considered is worth c.£30 million, not accounting for capital investments in accommodation and economic benefits to people and businesses.</p> <p>Much of the mitigation can be in place for longer than required, such as the HPC Community Fund until 2030/ 2031.</p>	
<b>7.2</b>	<p>Understanding Community Views and sentiment on impact.</p> <p>AC showed a slide of community views on what Hinkley Point C is responsible for, drawn from a HPC’s own stakeholder poll, with a sample size of 1000, undertaken in 2024 – this survey is currently underway again. Important to note that these results would also show perceived impacts rather than actual, such as traffic.</p> <p>AC acknowledged that whilst fly parking is low in numbers relative to the number of workers and reflective of the highly geographic nature of the challenge, it has a high impact on those communities directly affected.</p> <p>Results can be viewed in full on slide 27 in the presentation pack.</p>	
<b>7.3</b>	<p>AC showed a slide of community views the level of agreement that Hinkley Point C delivers in the local community.</p> <p>AC highlighted jobs and training, opportunities for business, helping young people into work and the support for community projects and charities provided by the fund.</p> <p>Results can be viewed in full on slide 28 in the presentation pack.</p>	
<b>7.4</b>	<p>Somerset Community Foundation had conducted their own “Strengthening Communities Research” involving over 300 respondents in an area drawn from Brean to Minehead. Which asked “What as good about living here?” and “What difficulties do you experience living here?” to gave an overall sentiment of ‘place’; and also asked “What do you perceive as the impact of HPC?”</p>	

	Results can be viewed in full on slide 29 / 30 of the presentation pack.	
<b>8.0</b>	<b>Proposed Mitigation</b> Andrew Cockcroft, Head of Stakeholder Relations and Social Impact Nick Stone, Head of Site Nuclear Compliance Richard Clews, Planning Manager	
<b>8.0.1</b>	Workforce Development (Andrew Cockcroft)  Review and Assessment <ul style="list-style-type: none"> <li>Evidence shows that the construction of Hinkley Point C is helping to drive growth and productivity with huge opportunity for the local area.</li> <li>There is particular focus on investment into the growth driving sectors of advanced manufacturing and clean energy.</li> <li>HPC is contributing an estimated £13.3 billion into the wider economy whilst £5.3 billion has already been invested into Somerset and the Southwest with over 1,500 business from the area within the supply chain.</li> <li>14,000 people have now been trained in the Project's centres of excellence. This training provision is not only helping to boost local recruitment but is also helping to overcome nationally significant skills gaps and de-risk future projects.</li> <li>1,520 Apprentices have been trained with 70% from Somerset and South West region</li> </ul> Proposed Mitigation: <ul style="list-style-type: none"> <li>Maximise local workforce recruitment and training through:</li> <li>Inspire Education Programme</li> <li>Young HPC Programme</li> <li>Apprenticeships, Traineeships and Supported Traineeships</li> <li>Hinkley Support Operative (and other training pipelines)</li> <li>Operation of the Centres of Excellence and Construction Skills and Innovation Centre to up-skill local people</li> <li>HPC Jobs Service – Maximising local workforce</li> <li>Local Supply Chain Engagement – Maximising local business use and workforce retention</li> <li>Community Fund Grants (e.g. support for Education Business Partnership)</li> </ul>	
<b>8.0.2</b>	Community Safety  Review and Assessment  AC said that the data for community safety is quite complex but focused on the key finding – there are some graphs on page 33 of the presentation pack showing crime rates in different populations and complains of fly parking in relation to workforce numbers. <ul style="list-style-type: none"> <li>Data for crime and non-crime linked directly to the HPC workforce shows that the relatively small increases to incidents seen is not directly correlated to increased workforce numbers, providing a strong indication that current mitigation methods and strategies are proving effective at limiting impacts on the local community.</li> <li>Levels of anti-social behaviour reported by the public remain stable and at very low-levels with fly-parking reports making up the vast majority of complaints received.</li> </ul>	

- The Hinkley Point Community Fund has been particularly effective in the delivery of support to community-based projects, particularly in those that have and will continue to build community cohesion and help development more resilient communities for the future.
- The conclusions of the original assessments undertaken within the Development Consent Order remain unchanged but we the project continue to use a precautionary approach recommended within the Environmental Statement (ES) . As a result, all mitigation measures currently in operation are proposed to be either extended and/or increased

Proposed Mitigation

- Increased number of officers for the Hinkley Policing Team
- Funding for continued Community Safety Officer and Community Safety Manager (\*Council posts)
- Increased Community Fund for Residual and Intangible Impacts
- Funding for community safety grants through the Community Safety Group
- Funding for community and on-site fire safety through Devon and Somerset Fire and Rescue Service (DSFRS)
- Funding of ambulance response through South Western Ambulance Service NHS Foundation Trust (SWASFT).
- Provision of rural car park fund
- Funding for Council roles to support accommodation and House in Multiple Occupation (HMO) management

AC added that there is stability in the impacts but the project is also focussing on keeping up the resourcing.

**8.0.3** Environment (Nick Stone)

Review and Assessment

- Assessment focused on how the workforce will be transported to site and whether working patterns give rise to new or different impacts compared to those in the DCO.
- Due to limited changes to transport volumes, concluded that there are either no implications from workforce uplift or that the impacts remain within the expectations of, or are similar to the upper scenarios for, the impacts originally anticipated.
- In relation to noise, vibration, air quality and sustainability, the additional transportation required for a peak workforce of around 15,000 would be similar to the original assessment.
- For light pollution and terrestrial ecology, monitoring of ecological receptors around the site continues every quarter and no impacts have been identified. This element would not change for a higher workforce.

	<p>Proposed Mitigation</p> <ul style="list-style-type: none"> <li>Maintain existing environmental strategies and regular monitoring processes with reports presented to the Environment Group and escalated to the Socio-Economic Advisory Group.</li> </ul>	
<p><b>8.0.4</b></p>	<p>Health</p> <p>Review and Assessment</p> <ul style="list-style-type: none"> <li>Highly successful Hinkley Health service in operation that is limiting the use of public services in the local area. The service has and will continue to expand and provides a holistic healthcare offering that includes a GP.</li> <li>Zero referrals into local practices in 2024 and in past 12 months 294 referrals to hospital (0.35% of total visits into local A+E system).</li> <li>Ambulance call outs average 13 per month and continue to be fully funded.</li> <li>Hinkley Health is successfully diverting demand from local services and is providing a “net” benefit - reducing strain on local GP practices given that the home-based workers employed at HPC also benefit from the private services available.</li> <li>Noted potential increase in the number of family members moving to the area over the period of peak construction. Although these individuals would continue to be supported through national NHS provision, we are considering an option to pre-emptively mitigate this impact through the funding of two Health Visitors</li> </ul> <p>Proposed Mitigation</p> <ul style="list-style-type: none"> <li>Increased provision of Hinkley Health to include further GP provision (actively removing pressure on local services)</li> <li>Funding for SWASFT to cover call-outs (also supports Community Safety)</li> <li>Funding for local Health Visitors to support workforce families.</li> <li>We will also continue the provision of preventative health measures including health promotions and the operation of sports infrastructure (both directly at the campus accommodation and indirectly through s106 agreement payments). Locally based health and wellbeing initiatives are also funded through the HPC Community Fund.</li> </ul> <p>The current staffing of Hinkley Health is (staff and number of positions):</p> <p>Practice Manager: 1; GP: 1; Administrators: 3 ; Clinical manager: 1; Emergency Nurse manager: 1 ; Emergency Treatment Nurses: 24; Health Care Assistant: 2; Occupational Health Advisor: 1; OH Technicians: 13; Physiotherapist: 1; Physiologist: 1 ; Chaplain: 1; OH Physician: 4 days per month; Occupational Hygienist: 1; Occupational Hygiene Technician: 4.</p> <p>These will be expanded in line with on-site demand.</p>	

<p><b>8.0.5</b></p>	<p>Tourism</p> <p>Review and Assessment</p> <ul style="list-style-type: none"> <li>Numerous surveys have confirmed that the Hinkley Point C project is not directly impacting on the reputation of wider Somerset tourism sector as a whole.</li> <li>Latest survey: 97% indicated they had had a good or very good experience. None of the respondents indicated that their enjoyment had been spoilt by the cost of accommodation.</li> <li>92% of respondents indicated that the project would make no or very little difference to them.</li> <li>The number of non-home-based workers expected to be accommodated in tourist accommodation would be more than originally assessed in the DCO Application but would require over 3,000 more workers to choose this accommodation type to result in significant impact on availability.</li> <li>Acknowledgement of some concerns that the continued use of the former Pontins site may lead to limited and geographically bound changes for some local businesses located close to the former Pontins site now being used for accommodation.</li> </ul> <p>Proposed Mitigation</p> <ul style="list-style-type: none"> <li>Mitigation focussed on support for Brean</li> <li>Funding for Tourism Officer (Council post)</li> <li>Targeted business consultancy support for Brean.</li> <li>National and regional marketing for Brean.</li> <li>Noted the significant private investment into the locality during 2024 and 2025 which indicates potentially increasing business confidence in the area but a transition to larger, self-contained parks vs. smaller individual traders.</li> <li>The mitigation measures would build on existing marketing and destination management provision with future work potentially looking at market analysis, development of a destination plan and the provision of business diagnostics and tailored interventions for smaller businesses.</li> </ul>	
<p><b>8.0.6</b></p>	<p>Transport (Richard Clews)</p> <p>Review and Assessment</p> <ul style="list-style-type: none"> <li>HPC has a positive record of managing transportation to limit the number of road movements required and has remained within the original DCO expectations for both workforce and freight movements despite the increasing workforce.</li> <li>However, traffic, transport and parking remains one of the more obvious aspects of the project's likely impact on the local communities.</li> </ul>	

	<ul style="list-style-type: none"> <li>Uplift will be assessed through transport modelling, accounting for the five-day workforce number, shift patterns and distribution of accommodation. It will account for an average number of day workers and visitors to capture typical transportation needs.</li> </ul> <p>Currently, final mode journey to work is approximately:</p> <p>Walk 4.5 – 4.6%  Cycle 0.7 - 1.6% (seasonal variation)  Motorcycle 0.4%  Car (driver) 1.3 - 2.8%  Car share 0.9 - 2.4%  HPC Bus Service 88 - 89% (typical level)</p> <p>Modelling will use historic trends and assessments of changes in distribution and numbers. This will inform the Topic Paper, which will feed into any updates to the Construction Workforce Travel Plan, Bus Strategy and Car Share Strategy.</p> <p>The DCO Environmental Statement (ES) assessment focused on five aspects:</p> <ul style="list-style-type: none"> <li>Severance</li> <li>Driver delay</li> <li>Pedestrian delay</li> <li>Pedestrian amenity and</li> <li>Accidents and safety</li> </ul> <p>We are not anticipating any new or materially different impacts compared to the ES assessment, with mitigation continuing to manage each aspect effectively.</p> <p>HPC are working with the Highway Authority on all aspects of transportation modelling and assessment to conclude the assessment.</p> <p>Reporting will continue through Transport Review Group (TRG) and Transport Forum.</p>	
<p><b>8.0.7</b></p>	<p>Transport Freight</p> <p>Review and Assessment</p> <p>HGV movements and delivery arrangements are not proposed to change due to the increasing workforce. The Project is well below the upper-limits set by the DCO and the greater workforce does not project HGV deliveries above DCO limits.</p> <p>Use of warehousing off-site to manage component storage and Delivery Management System (DMS) to manage and spread deliveries as required.</p> <p>Continued use of marine deliveries to reduce road movements.</p> <p>There is a graph of the above on Page 40 of the presentation pack.</p> <p>Proposed Mitigation</p> <ul style="list-style-type: none"> <li>Increased local parking provision (e.g. Campus parking extension, J23 extension and use of Bridgwater Rugby Club)</li> <li>Commitment to monitor road condition through surveys and provide financial liability for required repairs.</li> </ul>	

	<ul style="list-style-type: none"> <li>Continued provision for dedicated fly-parking prevention team to monitor and invoke the code of conduct.</li> <li>Support for transport related issues from expanded Hinkley Point C Police beat team</li> <li>Rural car parking fund to expand parking provision in local villages</li> <li>Continued drive to increase use of the HPC car share scheme</li> <li>Provision of HPC Community bus running a free service between Bridgwater and Minehead</li> </ul>	
<p><b>8.0.8</b></p>	<p>Accommodation</p> <p>Review and Assessment</p> <ul style="list-style-type: none"> <li>Demand for additional bedspaces in the private rental and latent accommodation sector will be larger than originally planned by c.2,000 bedspaces and will require additional provision and mitigation during peak construction. However, Private Rented Sector (PRS) provision has also increased considerably.</li> <li>The residual impact after existing mitigation and the proposed new strategic interventions (*including the new Campus) is assessed as being the same as the Development Consent Order.</li> <li>The reduction in residual impact is due to the provision of project accommodation and strategic interventions, including the two original Campuses, the use of Brean Pontins, the agreements in place with caravan providers, and commitment to a new temporary campus of 1,000 bedspaces, totalling project accommodation for nearly 4,500 workers in total.</li> <li>The Hinkley Housing Initiative, managed by Somerset Council, has brought forward nearly 4,000 bedspaces to the market.</li> <li>In addition, the project has continued to see that c.35% of its workforce are 'home-based', with no impact on accommodation.</li> </ul> <p>There is a table modelling the workforce accommodation at the 15,000 peak on slide 41 of the presentation pack. Showing a split of home-based workers (HB) at 6,000 and non-home based workers (NHB) at between 8550 to 9450, with a further breakdown of the numbers as to the type of accommodation.</p> <p>Proposed Mitigation</p> <ul style="list-style-type: none"> <li>Proposal for new 1,000 bed Campus at J.24</li> <li>Continued commitment to the Housing Fund for housing initiatives – increasing bed spaces and supporting affordable housing developments. 4,000 bedspaces have been delivered by this scheme to date.</li> <li>Funding for posts within Somerset Council to manage and deliver the initiatives, monitor housing information and manage Houses in Multiple Occupation (HMOs.)</li> </ul> <p>RC then gave a high level overview of emerging proposals for a new 1,000 bed accommodation campus, potentially to be built near junction 24 of the M5 and utilising an on-site direct bus to HPC.</p>	

8A	<b>Decision-making (Joanna Whitehead, Somerset Council)</b>	
8A.1	<p>Johanna Whitehead is the Programme Manager at Somerset Council for Hinkley Point C and gave some examples of the considerations prior to making decisions:</p> <ul style="list-style-type: none"> <li>• Review all seven topic papers using in-house specialists, our planning team and our legal advisers, plus some external consultancy support for several topics. Six of the seven papers have been received.</li> <li>• Consider both a larger workforce and a longer project.</li> <li>• Officers to assess whether it agrees that EDF has identified the impacts fairly and as accurately as possible and whether it agrees with the legal statements at the end of each of the topic papers.</li> <li>• Mitigations need to recognise a workforce change upwards from 8600 which is the number the Council and other services have had mitigated so far.</li> </ul>	
8A.2	<ul style="list-style-type: none"> <li>• Review what has worked well and what the shortcomings of various mitigation approaches in the past have been, so that learning is embedded in what happens next.</li> <li>• Engage with Members, relevant Local Community Networks (LCNs), and other governance structures at points in the process.</li> <li>• Understand the links with planning applications for additional parking and accommodation solutions.</li> <li>• Topic papers may be re-drafted with amendments following interim feedback.</li> <li>• Agree with EDF which of the project's management plans and strategies need to be updated, and any additional monitoring that will be required by either party.</li> <li>• Agree the heads of terms for the Supplementary S106.</li> </ul>	
8A.3	<p>JW noted that this is not a planning application therefore does not follow the processes most people would recognise.</p> <p>She concluded by saying that:</p> <ul style="list-style-type: none"> <li>• Assuming the topic papers are judged to be an accurate representation of the impact, that we agree with EDF's legal statements and that proposed mitigations and amendments to relevant strategies/plans are proportionate, relevant and meet any required regulations, the Council will:</li> <li>• Hold the concluding engagement sessions with relevant governance groups which largely revolve around elected Members and Directors.</li> <li>• Take any relevant decisions [for example, seeking permission to represent the Council at meetings where votes are needed] through the internal decision-making processes as laid out in the Council's Constitution and Scheme of Delegation.</li> </ul>	

	<ul style="list-style-type: none"> <li>• The agreement to enter into the resulting Supplemental S106 agreement will be taken at the Strategic Planning Committee, and not by an individual Director or Lead Member.</li> <li>• The suite of final topic papers and Supplemental S106 will be available on the Council's website.</li> </ul>	
9	<b>Discussion</b>	
9.1	<p>The Chair then invited members to ask questions on aspects of the workforce uplift presentations.</p> <p>Stuart Hill (SH) mentioned how fly parking has also affected Combwich, as have irresponsible motorbike riders. He went on to say that there was an instance of there being 23 HPC buses in a row, which to him was a new record.</p> <p>SH then asked if anyone had taken into consideration the development of the gigafactory at Agratas and the effect on accommodation. He mentioned how several mitigations didn't take place at the original DCO (for example the central reservation area turning right into Combwich, which has gotten worse); SH asked if these things would be looked at again.</p> <p>AC replied that there was a good meeting with Agratas over the summer, at which challenges were shared and how Agratas and EDF could tackle them together effectively. In terms of the availability of employees, both are attempting to source them from the same area. AC believes that training and skills is very much a priority to deal with this.</p> <p>In terms of the overarching guiding eye that SH mentioned, AC was at a meeting in Taunton where this was discussed. JW then mentioned how the delay to HPC has affected things, as when Agratas was proposed it was envisaged that one project would take over from the other. In terms of workforce, HPC is constantly demobilising people, the Council is looking the workforce profile needs are of contractors at Agratas, and where possible moving people to work on that project.</p> <p>The Council advised Agratas not to use areas where there are high concentrations of HPC workers for accommodation. The fact that Agratas is on the M5 means that their corridor is different, and this helps inform strategic planning for this.</p> <p>RCL then said that transport modelling needs to take account of how the roads are currently operating – and in terms of junctions (eg. Combwich, as SH mentioned) the project doesn't have this data, but it gets loaded into the model.</p> <p>AC said that the overall volumes of buses are still within DCO levels. RCL said that convoys of buses are a separate matter to the modelling, but they know based on shift patterns how many buses are coming from site.</p>	
9.2	<p>Philip Spencer (Chair, Hestercombe LCN and North Petherton Parish Councillor) ), said he doubted whether figures had been put into one traffic model. He asked how many parking spaces there would be at the new campus, and how many total traffic movements there would be from the new accommodation.</p> <p>RCL then answered that the new campus will operate in line with the existing ones. The project therefore has good data on this. There will be 600 parking spaces for</p>	

	<p>1,000 beds.</p> <p>RCL said that issues related to traffic will be covered in the planning application. Most workers go back to the campus in the evening and return home at weekends – the project expects things will be similar for the new proposed campus.</p> <p>With all transport modelling, it is expected that changes i.e.. Known planning applications (such as new J24 service station) should be taken into account. Linda Hyde (LH) said that there will be further meetings with HPC on this.</p>	
<p>9.3</p>	<p>SG then said that the proposed mitigations include two measures that currently exist. One is the rural parking fund, worth about £300,000 for the four parishes. SG asked if this means that the fund will be increased so more funding will go to the parishes most impacted.</p> <p>SG then asked about the Community Bus, it having been in existence for the past 6-7 years. SG said that she hoped the service would continue as a legacy to the parishes that use this free bus.</p> <p>AC said that there would be a number of proposals that are existing ones, these are the most successful items. AC said that this is about the extending and deepening of existing mitigations where possible.</p> <p>In terms of the rural car parking fund, AC said there hasn't been high take up from among the four parishes.</p> <p>In response to the question about the community bus, AC said that he recognises that it is a lifeline for many people, and in the coming years there will be considerations as to whether it can be built into the I sustainability strategy, even if he couldn't guarantee what things would be like in 2030.</p> <p>SG then said that there is a car parking proposal, but that this is being held up by the legal process, but that Stogursey Parish would be looking to draw down funds.</p>	
<p>9.4</p>	<p>Gill Slocombe (GS) then said that the positives of HPC outweigh the negatives, but said she doubted the figures shown in the survey (which showed that 37% of respondents agreed that 'HPC is responsible for fly parking in their area'), and felt in relation to fly parking that figure should be higher.</p> <p>GS said how fly parking is one of the biggest issues, along with transportation and the state of the roads. She encouraged AC to get better data in relation to fly parking. GS mentioned how, while legal, inconsiderate parking by those living in Houses in Multiple Occupation (HMOs) has a knock-on effect on communities.</p> <p>GS then requested more control on HMOs. At the present these are being allowed in areas where the parking situation is already appalling. GS said that she recognises workers need to be housed, but there needs to be more thought given to this before any application.</p> <p>GS then said that while it's good to see many people on buses, it does have an effect on the Northern Distributor Road (NDR) in Bridgwater. She said that a lack of accommodation had affected the numbers of tourists visiting, and these effects accumulatively have created angst in local communities. GS finished by saying that she wished campuses had been thought of before there were effects on the</p>	

availability of local housing stock.

AC replied that in terms of data, this was a survey of 1,000 people from across the county. While it's lower down the order on that survey, fly parking is a high impact but geographically focused challenge, and tackling this is a high priority for HPC. AC said he believes that more than 90% of complaints received are related to fly parking. A new GIS system is set to be introduced to help with tracking, AC said that he understands local councillors get a lot of heat regarding these sorts of issues.

In relation to HMOs, while the project can't control licensing, NS said that as it's the MEH workforce that will increase most – and the identification of accommodation options was given to them to look at first. The longlist of options was very long – and a lot of thought was given to what the strategic intervention would be. NS mentioned a developer who went to MEH contractors and said they could supply many HMOs quickly – and the project quickly shut this down. In terms of doing the right thing by the local community, any local interventions HPC does support have to be in line with impact on communities – while the mechanics of HMO licensing lie with the Council.

JW said this issue had come up in a recent HPC Quarterly Monitoring Group meeting. One of the things that came forward as a potential control could be the introduction of a mechanism where houses would need a license for seven and under and not just seven and over. If the council were to do that, they would need to go through two layers of consultation before this could be implemented.

It is unlikely the council would do this as a blanket measure across Somerset but limit it to areas where there was a high concentration of HMOs already, and that it comes down to the data again. For example, there could be postcode areas where this could apply. While locals might be in favour of this, private landlords probably wouldn't be.

To implement this would probably take a year – but that this could be well spent. If the consultation and committee result means approval is given, this could be a possibility.

RCL said that the project is trying to encourage better practices among the workforce. The project objected to parking planning applications at Wick. Recent roadworks made bus usage unattractive, and that some of the workforce have been looking for alternatives to the P&R because of this. RCL said that this should resolve itself by the end of the year.

Regarding tourism accommodation, the number of the five-day workforce using tourism accommodation is well under the limit in the original DCO, but this is because of the caravan sites – which while technically tourism sites, workers are housed in extensions to existing sites rather than HPC taking over entire existing tourist sites.

The project has been endeavouring to find solutions to this for quite a while. AC replied on local tourism, in conversations with some of the parks, some are expanding to take extra people in addition to Hinkley workers - and many are reinvesting funds into their normal operations.

<p>9.5</p>	<p>RP asked AC that when there were 5,600 workers, mitigation funding was £20m. Although for a two year period there will be 15,000 workers on the project, but mitigation funding hasn't kept pace with increase of workers.</p> <p>AC replied that in terms of a total package, this is worth around £30m, subject to agreement with the council and to give an idea of financial totality. RP asked for clarification if this was in addition to existing funding, to which AC said it was.</p> <p>RP asked about the wages of the HPC-related posts at Somerset Council, and who funds that, to which AC replied that HPC does.</p> <p>RP then asked about the rural car parking fund, and how nothing appears to have been spent. He also mentioned how at the recent Transport Forum there was ambivalence from EDF on their opposition to the proposed parking sites at Wick. RCL said it wasn't ambivalence, they hadn't seen the application, but that he made clear that it was highly likely based on what the project knew that they would object, and that the applicants hadn't spoken to EDF about it.</p> <p>RP asked if the rural car parking fund was only available to parish councils and which four councils these were, and that each of these parish councils were tasked with coming up with an idea for car parks.</p> <p>AC said that this was one of a number of smaller initiatives to find space in rural areas, the challenge since the fund has come forward is finding the pieces of land to use for this. AC mentioned how Cannington have found this challenging, but that the fund is designed to create extra capacity in the local area, akin to a pressure valve to take cars off the roads – and SP said that Cannington were looking at some options. SG said that Stogursey had taken advantage of this to create small areas of parking spaces, as well as looking at creating a larger car parking area – and that most of the councils had tapped into this fund and it was therefore working to an extent.</p>	
<p>9.6</p>	<p>RP asked if the community bus could or should be extended to seven buses a day seven days a week? Stacy Walker (SW) then said that the drivers are familiar with the passengers that use it and are in communication with them. The feedback is that around 8 months ago the timetable was changed, the last bus coming back from Minehead was brought forward in response to feedback. Views are regularly sought, and the current feedback is that the times work. SH asked how the bus times could be found out. SW said they are on the website and will be included in the meeting note. This will also be included in the next monthly update</p> <p><b>AFTERNOTE</b> The bus timetable can be found here: <a href="#">Bridgwater – Minehead Monday - Friday</a></p>	<p><b>AFTERNOTE</b></p>
<p>9.7</p>	<p>Peter Payne (PP) then asked about how much of the workforce uplift would be housed to the West of Williton – there were developments which would increase the 1,500 to 2,000 properties and mentioned how the A39 was the only route from Williton to Minehead and how accidents regularly close the road. This renders</p>	

	<p>car parks unusable and affects tourism as people don't want to be stuck in traffic for two hours.</p> <p>AC said that the project sees a lesser volume of people coming to site from that direction, and that some of this information will be included as an afternote, but that a relatively small proportion are housed to the West of Williton.</p> <p><b>AFTERNOTE</b> HPC's latest data showed that of the non-home based workforce (i.e. those not already living in the area who work at HPC) 909 people are living in the former district area of West Somerset. This represents broadly, 12% of the non-home based workforce.</p> <p>AC said that these people are highly likely to be permanent, locally based people anyway.</p>	<b>AFTERNOTE</b>
<p><b>9.8</b></p>	<p>LH then thanked AC for talking to North Petherton Town Council about the proposed new campus, and hoped the Town Council would be able to soon visit the campus in Bridgwater. LH asked JW about the timescale for engagement with Local Community Networks (LCNs). North Petherton are linking with other parishes, so that future developments will be discussed with the LCNs. The next LCN meeting is next week.</p> <p>On HMOs, LH said it is an issue around Stockmoor. AC said that car parking would be looked at for North Petherton.</p> <p>JW said that in partnership with EDF a briefing will be sent to the LCNs so they understand the scope (and where they can influence things), as well as the plan. LCNs will nominate 2 members each (so 10 people in total) who will meet with Council, Community Foundation and EDF for a joint meeting to discuss the impacts and viewpoints from the LCN.</p> <p>The pre-briefing will outline the mitigation being considered, and the LCNs may bring up impacts that are not currently under consideration and use local knowledge to feed into considerations.</p>	
<p><b>9.9</b></p>	<p>Paul Crosland (PC) then asked about Mill Farm in Fiddington, which used to be a tourist site, there used to be seasonal relief and numbers would tail off in the autumn and winter. Now the site is essentially a residential site for HPC workers, and there is impact throughout the year. But the PC can't get a definitive answer on how many are housed there.</p> <p>RCL replied (later in the meeting) that 443 is the total number, 236 are in tourist use and 207 HPC. EDF are supporting Mill Farm for up to 100 pitches, but if they are presented and suitable to HPC they are typically supported over the peak workforce period – but that the campus will eat up much of the demand it is not foreseen the project will support too many of these applications.</p> <p>PC then said that the amount of traffic coming to and from Stogursey has grown significantly – and acknowledged not all of this was due to HPC. He was aware that Michael Evans has purchased more land and asked if this was to be used for further accommodation.</p> <p>AC replied that the big strategic initiative is the 1,000 bed proposed campus at Huntworth. He said that Mill Farm is a good example of privately funded venture over which HPC has no control. If someone was to bring forward another site this would go through the planning process and be assessed on its merits, but the</p>	

	<p>project isn't looking to bring forward these in addition to the Huntworth campus. PC said there is a history of operating without planning approval.</p> <p>The Chair suggested that for detailed issues PC should speak to AC and the EDF team.</p>	
9.10	<p>SG said to JW that there is a problem with fly parking and an emerging problem of use of illegal car parks (eg at Wick). SG said there is a backlog of car parks reported to enforcement but not acted on due to a lack of enforcement officers -and encouraged officers to look at this. Car parks are popping up in the Stogursey area. Regarding the two proposed parking sites at Wick, this would mean an extra 140 vehicle movements a day on the HPC road, as well as the workers walking on the road – and this needs to be clamped down on as quickly as possible.</p> <p>JW said she agreed with SG that Somerset Council's enforcement action hasn't taken place in a timely way. Somerset Council receives funds from HPC for enforcement, but councils find it difficult to recruit for various reasons. JW agreed with SG that the road at Wick isn't an appropriate route for people to walk along.</p>	
9.11	<p>RP suggested to SW that it would be better to ask people who don't use the buses what would make them more likely to use it – and that seven buses seven days a week would be better than the current timetable.</p>	
9.12	<p>GS then asked if hybrid meetings would be considered? AC replied that this has been extensively considered and said that this could lead to a two tier system.</p>	
9.13	<p>Allan Jeffery (AJ) then asked about deliveries to site, as there have been recent cancellations of Abnormal Indivisible Loads (AILs) along the C182.</p> <p>AC said it's not to do with the supply of materials, but down to external factors affecting their delivery (e.g. weather, availability of harbourmaster to escort them in). This can lead to cancellations at short notice.</p> <p>SW said that the last two cancellations have been to adverse weather conditions, but as there isn't a reliance on just-in-time delivery then the project can be flexible regarding delivery of these items and wait for the next tidal window with favourable weather conditions – the next one is scheduled for Monday 22<sup>nd</sup> September.</p>	
9.14	<p>SH requested that someone look at the roundabout outside of Cannington bypass, and asked is could there be a presentation on the updated Acoustic Fish Deterrent (AFD) at the next Forum?</p> <p>AC said it would be a pleasure to include an item on this.</p>	
10	<b>Date of next meeting</b>	
	The next Community Forum will be held on <b>Thursday 15<sup>th</sup> January 2026 at 6pm.</b>	
11	The meeting closed.	