

DRAFT Meeting Report

Regarding:

EDF Hinkley Point C:
Main Site Forum.

Date & Venue:

Thursday 16th October 2025 – 6pm
Meeting held at: Victory Hall, Stogursey, Bridgwater

Participating:

Doug Bamsey, *Chair*
Chris Ford (CF), *Stogursey Parish Council*
Allan Searle (AS), *Stogursey Parish Council*
James Holbrook (JH), *Somerset Council*
Tess Bond (TB), *Somerset Council*
Chris Morgan (CM), *Stogursey Parish Council*
Tom Hall (TH), *Avon and Somerset Police*
Valdo Andrade (VA), *Avon and Somerset Police*
Nicola Hale (NH), *Somerset Council*
Richard Cuttell (RC), *Shurton Resident*
Mike Laver (ML), *Burton Resident*
John Roberts (JR), *Nether Stowey Parish Council*
Sue Goss (SG), *Stogursey Parish Council*
Nicola Hunt, *Burton Resident*
Sue Spicer (SS), *Burton Resident*

EDF Team:

Andrew Cockcroft (AC), *EDF*
Richard Clews (RCL), *EDF*
Stacy Walker (SW), *EDF*
Drew Aspinwall (DA), *SEC Newgate UK*
Matthew Williams (MW), *SEC Newgate UK*

Apologies received:

Roger Farmiloe (RF), *Shurton Resident*

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

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 (from Thursday 19th June 2025)	
2.1	<p>Matters arising:</p> <p><u>Item 2.1 (Matters arising from February Main Site Forum – ecology cameras)</u></p> <p>Andrew Cockcroft (AC) updated members that Stacy Walker (SW) is on the lookout for new wildlife images to share with members; he also mentioned that the team are using a new 'bioacoustics' system. This is a listening device which used AI to identify the calls and sounds of birds and other animals – as a result of protected species have been identified in the area. AC suggested it would be of interest to members to have a one of the HPC ecology team present at the next Main Site Forum to update in more detail.</p>	ACTION AC / SW / Chair
2.2	<p><u>Item 3.9.1 (Roadworks / Somerset Council coordination)</u></p> <p>AC updated members about HAROLD on the weekend of 14th June. There was a cross check of whether there was an AIL – which their records confirm there wasn't – SW had the conversation with the delivery team. All HGV deliveries were cancelled for that weekend.</p> <p>AC said that the points raised by SG and CM were valid but acknowledged the Council Highways teams could potentially have a limited understanding of Operation HAROLD diversion routes. There is a website that gives the information – and this will be included in the meeting note.</p> <p>AFTERNOTE: The information can be found here: (https://www.edfenergy.com/sites/default/files/2024-09/HAROLD%20%281%29.pdf)</p> <p>2.2.1 Sue Goss (SG) then said she appreciated it wasn't any HPC work or an AIL that caused the problem, but the presence of roadworks meant that the Operation HAROLD diversion routes had to be used to get workers to site. At major junctions, there was only one person managing HPC vehicles along HAROLD routes. SG said that vehicles coming along via Nether Stowey and others were encountering problems getting through.</p> <p>2.2.2 Chris Morgan (CM) raised another incident which closed the A39, he stressed that the emergency route should be used if there is an accident on the A39, but that police officers send people in any direction and sending them through Spaxton, ending in Bishops Lydeard.</p> <p>2.2.3 John Roberts (JR) asked what notification if any goes to the Parishes if the Op HAROLD route is going to be used.</p> <p>SW answered that there is a text notification for those that are signed up. JR said that there are four Parish Councils affected, who were with A&S Police to get HAROLD routes onto their mapping system, and advise people not to use these routes accordingly.</p>	AFTERNOTE

2.2.4	<p>AC suggested that there is an action to ensure that Parish clerks are on the distribution lists. JR said that an email and text would be preferable.</p> <p>SG said that she's on the list but hasn't been notified of any Operation HAROLD usage. SW said she would ensure that Parishes would be advised:</p> <p>AFTERNOTE: It is felt important to clarify that the invocation of Operation Harold as an emergency scheme is different to use of the routes/or sections used for diversions. This was discussed at the Transport Forum in November.</p> <p>AFTERNOTE: SW said that she would ensure that the routes were included in the meeting note. The routes are included in the weblink referenced in paragraph 2.2.</p> <p>CM said that the system does work, but that signage has been damaged or disappeared, and that Parish Councils were told that these would be repaired or replaced as appropriate. He said that they are still waiting for this to happen, and the signage is difficult to follow.</p> <p>AC said that there have been some signs cleared, but that the job appears not to have been completed and would take it up with Highways.</p>	<p>ACTION AC / SW</p> <p>AFTERNOTE</p> <p>ACTION AC</p>
2.3	<p><u>Item 3.9.3 (AIL delivery group feedback)</u></p> <p>SW said that she had fed this back - where possible the project will avoid Saturdays to deliver HGV loads and aim instead to deliver these on Sundays.</p>	
2.4	<p><u>Item 3.9.5 (Operation HAROLD guide)</u></p> <p>SW said that there was an exercise with Avon & Somerset Police in June, and the info has been updated; a link will be provided to Parish Councils.</p>	<p>ACTION SW</p>
2.5	<p><u>Item 3.9.8 (Operational Service Centre / Soil stockpiles)</u></p> <p>AC said that there would be an item on long-term restoration at the next Main Site Forum in February 2026.</p>	<p>ACTION AC / Chair</p>
2.6	<p><u>Item 4.2.2 – AFTERNOTE (Workforce uplift / Spatial Distribution Note)</u></p> <p>Somerset Council provided the following afternote: Somerset Council have updated that the form and content of any consultation on the current Workforce Uplift issue is still being considered in line with Council policy, standard procedures and legal advice.</p>	
2.7	<p><u>Item 4.2.4 – AFTERNOTE (Extra parking spaces at Bridgwater Albion RFC)</u></p> <p>AFTERNOTE: Regarding the proposed extra parking spaces at Bridgwater Albion RFC, this application was approved unanimously by Somerset Council's Planning North committee on 8th July 2025.</p>	

<p>2.8</p> <p>2.8.1</p> <p>2.8.2</p>	<p><u>Item 4.3.2 – ACTION (Local Community Networks)</u></p> <p>AC said that HPC has met directly with Bridgwater Town Council and knows there are differing views of LCNs. He said that the joint LCN meeting will take place on 17th November 2025.</p> <p>SG then asked if that means that LCN engagement had already started? AC replied that it hadn't. There will be a workshop of the five closest LCNs. SG said that Dowsborough LCN was the one covering Stogursey and the surrounding area and was wondering how far the project was intending to engage.</p> <p>AC said that it would be with the five LCNs mentioned, and that there will be some far away parishes included, but that a holistic view of things was sought.</p> <p>CM said that many members of the LCNs were fed up with no action taking place, and said how Nether Stowey had opted out, and Cannington may follow suit.</p> <p>The Chair said that this wasn't the arena to discuss this, but that Joanna Whitehead from Somerset Council had mentioned there would be a review process of the LCNs.</p> <p><u>Somerset Council also provided the following afternote on this agenda point:</u> Following the LCN meetings, Somerset Council would like to confirm that the primary engagement with Members who are representatives of the constituents and communities they serve, will be through the HPC Quarterly Monitoring Group and Member Briefings. Final uplift documentation will be published on the Council's website and will be made public documents.'</p>	<p>AFTERNOTE</p>
<p>2.9</p>	<p>There were no further comments, and the meeting note was then agreed.</p>	
<p>3</p>	<p>Item 3 – Project Progress Update (Andrew Cockcroft (AC) - EDF)</p>	
<p>3.1</p>	<p>The Chair invited AC to give his project progress update to Forum members.</p> <p>AC said that it has been a busy summer.</p> <ul style="list-style-type: none"> • 7 key milestones now complete for 2025 including Unit 2 dome lift (17th July 2025 with many watching it live) and Unit 1 steam generator installation just a week later. • Major milestones later this year will include the completion of primary circuit welding and completion of the pumphouse building. • Mechanical and electrical installations are 6% complete on Unit 1. 	
<p>3.2</p>	<p>AC informed members that Nicola Fauvel had been appointed as HPC Station Director. She will transfer from her current role at Hinkley Point B in the new year.</p> <p>In addition, the "Triple Point" connection has been successfully installed into the outfall shaft. It connects the two reactor units to the outfall tunnel and represents one of the most complex pieces of concrete and steelwork.</p>	
<p>3.3</p>	<p>AC then showed members a project update video featuring delivery director Simon Parsons. The video can be viewed here.</p>	

<p>3.4</p> <p>3.4.1</p> <p>3.4.2</p> <p>3.4.3</p>	<p>Pre-submitted question <u>Cycle paths & water run-off</u> "What are your plans for monitoring & controlling the actions of your workers bicycle commutes along our narrow roads & footpaths?"</p> <p>For the majority of the year water is leaking from pipes & running off your hills through the western security fence (south end) & pooling in the public footpaths & in particular, flooding Ben Hole Lane. What are you planning to do about it? Unfortunately, I'm unable to attend the forum as I have a prior commitment but I would be very interested in your response(s)."</p> <p>- Submitted by Roger Farniloe, Shurton Resident. Answer:</p> <p>Regarding cycle paths, AC said that any inappropriate behaviour by the workforce (eg cycling on pavements) or causing danger to pedestrians, should be reported and had been dealt with previously. AC said the team would need more granular detail from Roger F (who submitted the PSQ) to Action particular elements of the ask.</p> <p>AC said that every winter the project runs a road safety campaign, and will do so again this year, and that is not just limited to ice but wider road safety.</p> <p>AFTERNOTE: Road Safety Week 2025 begins on the 17th November</p> <p>On the water run-off from site AC said that he would provide a more detailed afternote, which will be provided in the meeting note. He added that when he spoke to the environment team, the issue was noted and currently being resolved.</p> <p>The Hinkley Point C stockpile area has an extensive drainage network that captures surface run off and directs it to the water management zones for treatment before discharge under the site's environmental permit. There are some small areas where there is potential for water running off the slopes of the stockpile to build up and leave site during heavy rain. We have already significantly increased the pumping capability in the areas of concern and we have a plan for further works (including ensuring the perimeter tracks slope into the site and installing bunds where needed. There are some parts of the western boundary that are still in their pre-development, natural state and in these cases we would not propose to do any new works to alter the natural topography to collect the runoff from these areas.</p> <p>RC then said that this issue has been evident for 3-5 years and asked how long it would take to sort out.</p> <p>AC replied he didn't know, but that the environment team were aware and taking action. RC then asked about electric bikes, some of which travel at speed, if they have insurance and what happens if they damage vehicles?</p> <p>AC replied that HPC are working closely with Tom, Valdo and the Hinkley Police team saying that they are banned and encouraged HPC police to seize them.</p> <p>TH said that electric bikes are restricted to 16mph. E-scooters are limited to approved council</p>	<p>AFTERNOTE</p>
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	<p>schemes e.g. in Bristol.</p> <p>SG then said there are issues with scooters and asked if HPC have dealt with this. AC replied that in the meeting note from Feb 2025, it was outlined how the HPC Police are dealing with this (including having posters on buses). AC said he thought of SG when he saw the poster.</p>	
3.5	<p>Pre-submitted question – Combwich Wharf works</p> <p>“What is the work being done alongside Combwich Wharf area where the ground is being levelled and hard core being packed in? What is the plan for this area once Hinkley Point is fully operational?” - Submitted by Nicola Hunt, <i>Burton Resident</i></p> <p>Answer: The earthworks activities ongoing at Combwich Wharf are being undertaken by the Environment Agency as part of the Bridgwater Tidal Barrier Downstream Defence works. The works for the secondary defence bund and haul road are progressing well and earth work movements have now started for the extension to the primary defence bund. Under agreement with Natural England they are working throughout October and into November under an ornithological watching brief and hope to then re-start works in March 2026, again under a watching brief. None of the works undertaken either in October/November or March will involve any piling activity. The expected date for the EA’s works at the Wharf to be completed is 2027.</p> <p>Further information can be found on their social media channels: Facebook: https://www.facebook.com/environmentagencywessex/ X (Formerly Twitter): https://x.com/EnvAgencySW Gov.UK blog: https://environmentagency.blog.gov.uk/</p> <p>SW will also share an email address for any questions that people may have, and a link to the website which will provide further information.</p> <p>AFTERNOTE: The project manager, Michael Lancaster, can be contacted at: michael.lancaster@turntown.co.uk</p>	AFTERNOTE
4	<p>Item 4: Workforce Uplift – Introduction and Topic Papers (Andrew Cockcroft, Richard Clews, EDF)</p>	
4.1	<p>AC gave an introduction and showed a graph as to the indicative workforce numbers to give the context of the discussion (Slide 13 in the presentation pack)</p> <p>Around 12,000 people are currently working on the project; this number is expected to a peak at 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 and commissioning of each unit.</p> <p>The mitigation measures are set against the higher worse case estimate of 15,000 with many of the measures remaining 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 that required, such as the HPC Community Fund until 2030/ 2031.</p>	
4.2	<p>AC showed a slide of community views which reinforced known and understood impacts such as transport and accommodation but also reinforced an understanding of the positive value the project 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 14 in the presentation pack.</p>	
4.3	<p>Somerset Community Foundation had conducted their own “Strengthening Communities Research” involving over 300 respondents in an area drawn from Brean to Minehead. The study asked “What is good about living here?” and “What difficulties do you experience living here?” to give an overall sentiment of ‘place’; and also asked “What do you perceive as the impact of HPC?”</p> <p>Results can be viewed in full on slide 16 / 17 of the presentation pack.</p>	
4.3.1	<p>ML asked where the survey was taking place and why it was a broad geographic area; AC replied that it’s a wide survey area to account for the broad and diverse set of impacts and benefits. As an example,he mentioned that the Glastonbury area was included given the transport movements from local quarries.</p> <p>ML questioned the relevance of the survey (e.g. in postcodes like TA21 – Wellington), saying that impacts of the project are more significant to areas closest to the site.</p> <p>AC then encouraged ML to regard this as an overall view from wide cross-section of Somerset. The survey was not intended to say that certain issues weren’t a problem and the wider sample recognises a lot of the positives too (e.g. in jobs and training). AC also contrasted this survey to the research conducted by SCF - their scope was concentrated on the areas from Watchet to Minehead to Burnham.</p>	
4.4	<p>Proposed Mitigation Workforce Development (Andrew Cockcroft)</p> <p>Review and Assessment</p> <ul style="list-style-type: none"> • Evidence shows that the construction of Hinkley Point C is helping to drive growth and productivity with huge opportunity for the local area. • There is particular focus on investment into the growth driving sectors of advanced manufacturing and clean energy. 	

	<ul style="list-style-type: none"> • 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. • 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. • 1,520 Apprentices have been trained with 70% from Somerset and South West region <p>Proposed Mitigation:</p> <ul style="list-style-type: none"> • Maximise local workforce recruitment and training through: <ul style="list-style-type: none"> • Inspire Education Programme • Young HPC Programme • Apprenticeships, Traineeships and Supported Traineeships • Hinkley Support Operative (and other training pipelines) • Operation of the Centres of Excellence and Construction Skills and Innovation Centre to up-skill local people • HPC Jobs Service – Maximising local workforce • Local Supply Chain Engagement – Maximising local business use and workforce retention • Community Fund Grants (e.g. support for Education Business Partnership) 	
4.5	<p>Community Safety Review and Assessment</p> <p>AC said that the data for community safety is quite complex but focused on the key findings. There are some graphs on page 33 of the presentation pack showing crime rates in different populations and complaints of fly parking in relation to workforce numbers.</p> <ul style="list-style-type: none"> • 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 an indication that current mitigation methods and strategies are proving effective at limiting impacts on the local community. • 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. • 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 the project will continue to use a precautionary approach recommended within the Environmental Assessment (ES). As a result, all 	

	<p>mitigation measures currently in operation are proposed to be extended and/or increased.</p> <p>Proposed Mitigation</p> <ul style="list-style-type: none"> • 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 DSFRS • Funding of ambulance response through SWAST • Provision of rural car park fund • Funding for Council roles to support accommodation and HMO management <p>AC added that evidence shows that there is stability in the impacts but the project is also focussing on keeping up the resourcing to account for a longer duration of project.</p>	
<p>4.6</p>	<p>Health Review and Assessment</p> <ul style="list-style-type: none"> • 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. • 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). • Ambulance call outs average 13 per month and continue to be fully funded. • 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. • 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 	

	<p>Proposed Mitigation</p> <ul style="list-style-type: none"> • Increased provision of Hinkley Health to include further GP provision (actively removing pressure on local services) • Funding for South West Ambulance Service (SWAST) to cover call-outs (also supports Community Safety) and local liaison for emergency preparation. • Funding for local Health Visitors to support workforce families. • 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. <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>	
4.7	<p>Tourism Review and Assessment</p> <ul style="list-style-type: none"> • 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. • 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. • 92% of respondents indicated that the project would make no or very little difference to them. • 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. • Acknowledgement of some concerns that the continued use of the former Pontins site, Brean may lead to limited and geographically bound changes for some local businesses located close to the former Pontins site now being used for accommodation. <p>Proposed Mitigation</p>	

	<ul style="list-style-type: none"> • Mitigation focussed on support for Brean • Funding for Tourism Officer (Council post) • Targeted business consultancy support for Brean. • National and regional marketing for Brean. • 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. • 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. 	
<p>4.8</p>	<p>Environment (Richard Clews) Review and Assessment</p> <ul style="list-style-type: none"> • 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> <p>Maintain existing environmental strategies and regular monitoring processes with reports presented to the Environment Group and escalated to the Socio-Economic Advisory Group.</p>	
<p>4.9</p>	<p>Transport (Richard Clews) Review and Assessment</p> <ul style="list-style-type: none"> • 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. 	

	<ul style="list-style-type: none"> • However, traffic, transport and parking remains one of the more obvious aspects of the project's likely impact on the local communities. • 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. <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 assessment focused on five aspects:</p> <ul style="list-style-type: none"> • Severance • Driver delay • Pedestrian delay • Pedestrian amenity and • Accidents and safety <p>HPC 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>4.10</p>	<p>Transport Freight Review and Assessment</p> <ul style="list-style-type: none"> • 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. • Use of warehousing off-site to manage component storage and Delivery Management System (DMS) used to manage and spread deliveries as required. 	

	<ul style="list-style-type: none"> Continued use of marine deliveries to reduce road movements. <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"> Increased local parking provision (e.g. Campus parking extension, J23 extension and use of Bridgwater Rugby Club) Commitment to monitor road condition through surveys and provide financial liability for required repairs. Continued provision for dedicated fly-parking prevention team to monitor and invoke the code of conduct. Support for transport related issues from expanded Hinkley Point C Police beat team Rural car parking fund to expand parking provision in local villages Continued drive to increase use of the HPC car share scheme Provision of HPC Community bus running a free service between Bridgwater and Minehead 	
4.11	<p>Accommodation (Richard Clews) Review and Assessment</p> <ul style="list-style-type: none"> 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. 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. 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. The Hinkley Housing Initiative, managed by Somerset Council, has brought forward nearly 4,000 bedspaces to the market. In addition, the project has continued to see that c.35% of its workforce are 'home-based', with no impact on accommodation. <p>There is a table modelling the workforce accommodation at the 15,000 peak on slide 27 of the presentation pack. This shows 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"> • Proposal for new 1,000 bed Campus at J.24 • 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. • Funding for posts within Somerset Council to manage and deliver the initiatives, monitor housing information and manage HMOs. <p>RCL 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>	
<p>4.12</p> <p>4.12.1</p> <p>4.12.2</p> <p>4.12.3</p> <p>4.12.4</p> <p>4.12.5</p> <p>4.12.6</p>	<p>Questions and discussion</p> <p>The Chair then invited questions from members about the workforce uplift presentation.</p> <p>CM asked what the planned life for the proposed J24 scheme was, to which AC replied five years.</p> <p>SG said that a few Forums ago there was a graph of the best-case scenario for HPC which was 2029, while 2030 was being aimed for and 2031 was ‘worst case.’ In one of the graphs she suggested the impression was the project might exceed that timescale.</p> <p>AC replied that this was not the case as the graph at the beginning of the presentation showed workforce extending into the operational phase. A number of mitigations, such as the Community Fund could extend into these later stages of the project, despite significantly lower workforce numbers.</p> <p>RC then said that the complaints flat line [on the graph] would be higher if he could be bothered to complain about reversing sounders – and if he’s fed up of not complaining because it isn’t worth it.</p> <p>RC also said that the transport to work data doesn’t include the number of white vans which drive down the country lanes. RCL replied that white-listed vehicles aren’t listed because HPC isn’t required to monitor these as they are an accepted part of the construction traffic.</p> <p>AC said that the data is a survey, someone would likely tick a box that said ‘car (driver)’ and suspects they are included in this. The Chair said that a number of subcontractors take vehicles with equipment.</p> <p>RC said that the local health system is being impacted by HPC as he can’t get a GP appointment for up to 10 days and it used to be 24 hours. Having spoken to them about this it was suggested that delays were because of workers’ families. AC referred to reports from the Health Task and Finish Group and Workforce Uplift Health review which did suggest this was</p>	

<p>4.12.7</p> <p>4.12.8</p> <p>4.12.9</p> <p>4.12.10</p> <p>4.12.11</p>	<p>unlikely. He did accept that where families had moved into the area they would not be able to use Hinkley Health.</p> <p>Sue Spicer (SS) then asked about estimated finish time of the project and whether, it meant mean the removal of all the soil mountains, or when the site starts generating power? AC said that there is a long-term remediation plan, details of which will be included in the item at the next Forum meeting. This work would likely extend beyond the commissioning of the reactors.</p> <p>RCL mentioned the stockpile, which will be used for backfill, and is starting to decrease even if only subtly; the general landscaping needs to be approved after Unit 1 is operational but before Unit 2 – and this needs to be in place with the local authority.</p> <p>SS then said it would nice to be a timetable of these things – and AC and RCL replied it could be included in next Main Site Forum, and the strategy would be developed over the course of 2026.</p> <p>ML asked about approval of the Acoustic Fish Deterrent. AC said that nothing has been missed as it was to do with the DCO Material Change, which has been held back.</p> <p>RC asked if Tom was an extra officer or if he’s replacing Ewan; AC confirmed it was the latter. NH said the team are picking up traffic matters.</p> <p>SW added that he is highly likely to take over the transport portfolio, but that Esther is reviewing portfolios, but that members will be updated in future Forums on this.</p> <p>RC then asked if EDF would be interested in funding an inexpensive speed gun to check speed of electric bikes. AC said that the first step would be to get the HPC police to do it and then take proper enforcement action.</p> <p>AC thanked RC for his comments on reversing beacons and despite RC not raising at a formal complaint, he would raise it with the team at site.</p>	<p>ACTION AC</p>
<p>5</p>	<p>Item 5 – Any Other Business</p>	
<p>5.1</p>	<p>The Chair then invited items of Any Other Business from members, of which there were none.</p>	
<p>6</p>	<p>Item 6 – Date of Next Meeting</p>	
<p>6.1</p>	<p>The date of the next Main Site Forum is <u>Thursday 12th February 2026 at 6pm</u>. The Chair showed members a slide with all the Forum dates for 2026 (slide 33 in the presentation pack).</p>	
<p>7</p>	<p>The meeting ended.</p>	