

## Supplemental Note to HGV Profile

14 January 2022

To aid TRGs understanding of future freight requirements and specifically adherence to the HGV caps set out in the Construction Traffic Management Plan (CTMP) and DCO Requirement PW9, a consolidated HGV forecast has been produced – first presented to TRG in October 2021.

This forecast is based on projections received from contract partners and is based on the delivery of Unit 1 in mid-2026 and Unit 2 in mid-2027.

As TRG will be aware, the quarterly report already and historically provided to TRG has included a 3-month forecast of anticipated deliveries from the Delivery Management System (DMS) alongside retrospective data of actual deliveries. This forecast has to date always been well in excess of the number of actual deliveries and, for example, during 2021 the forecast number of deliveries was 37,259 compared to the actual number of deliveries which was 29,538.

There are a variety of reasons for the forecast being in excess of the actual number of deliveries but principally this is due to contractors booking slots in advance of more precise delivery information being available, this is especially true of contract partners who make multiple deliveries to HPC each week. Whilst the DMS team work hard to minimise the discrepancy between forecast and actual deliveries there will always be an element of 'over-forecasting' within any projection including the projection presented to the TRG. Taking account of historic trends, it is appropriate to deduct 20% from the forecast due to inherent over-forecasting.

HPC possesses a number of methods for ensuring that the flow of materials to HPC is not limited by the HGV caps set out in the CTMP. These include a number of compounds on the HPC site where materials are stored in advance of needing to be used and space is allocated to all of the key contractors including for example ByLOR, Balfour Beatty and the MEH Alliance. The project also has access to significant storage space (inside and outside) at Avonmouth docks, at warehouses on the M5 including at Junction 24 adjacent to the HPC Park and Ride as well as the recently completed AREVA warehouse on site (which is first permanent building to be completed). In addition and as has been demonstrated already, HPC is keen to utilise marine delivery via either Comwich or the temporary jetty where possible which adds additional resilience for larger loads.

For the avoidance of doubt and of key importance is the DMS system itself which physically prevents HGV bookings from being made which cannot be accommodated within the HGV Caps and thereby ensures that the HGV Caps set out in the CTMP will be adhered to.

As has been confirmed on a number of occasions, the HPC Team remain extremely confident that the caps within the CTMP will not need to be extended. We will continue to refine and share the HGV forecast with TRG.