



Meeting Report

Regarding:

EDF Energy Hinkley Point: Community Forum

Date:

3 March 2011

Attending:

Alan Ladd *Chairman*
 Cecily Collingridge *Ashleigh Avenue Residents Association*
 John Stuckey *Bridgwater District Civic Society*
 Jenny Lawrence *Somerset Racial Equality Council*
 Stephen Bray *HSE Nuclear Directorate*
 Lesley Flash *Stogursey Parish Plan*
 Peter Malim OBE *Stogursey Parish Council*
 Sue Goss *WHAG/Stogursey Primary School*
 Malcolm Hogg *Nether Stowey Parish Council*
 Trevor Howes *Civil Nuclear Constabulary*
 Lynda Laird *Cannington Parish Council*
 Colin Allen *Cannington Parish Council*
 Allan Jeffery *Stop Hinkley*
 Andrew Goodchild *West Somerset Council*
 Keith Cattell *Mendip Society*
 Paul Gripton *Otterhampton Parish Council*
 Becky Feltham *[on behalf of National Grid]*
 Brian Payne *Environment Agency*

Alan Beasley *Save Cannington Action Group*
 Stewart Brock *NHS Somerset*
 Mike Short *Fiddington Parish Council and HPSCG*
 Keith Talintyre *Otterhampton C. P School*
 John Roberts *Nether Stowey Parish Council*
 Christopher Durham *RAC Foundation for Motoring*
 Alyn Jones *Somerset County Council*
 John Edney *Somerset County Council*
 Doug Bamsey *Sedgemoor District Council*
 Rachel Krzeminski *Aggregate Industries*
 David Eccles *EDF Energy*
 Alan Hyde *EDF Energy*
 Ian Bryant *EDF Energy*
 Gordon Bell *EDF Energy*
 David Bird *SBA*
 Charles St George *PPS*
 Andrew Smith *PPS*

Item**1. Introductions**

Alan Ladd (AL) welcomed those attending and asked attendees to introduce themselves and the organisations they represent. He also reminded participants of the terms of reference of the forum.

2. Minutes & matters arising

AL said various comments from the previous meeting minutes had been received and factual changes made. AL ran through the actions from the previous meeting:

- Page two, item six (paragraphs nine and 12). EDF Energy's Ian Bryant (IB) said he would explain the proposed changes to footpaths later in the meeting.
- Page three, item six (paragraph 19). IB clarified that moving the power station location further inland would not be appropriate for a number of reasons: bringing it further inland



Item

would increase cooling water pumping costs; it would not allow Green Lane to be retained; and it would bring development nearer to local residents.

- Page four, item nine (paragraph one). AL asked if all members of the forum had received minutes now emails were being sent individually, rather than by group email. All attendees confirmed receipt.
- Page four, item nine (paragraph three). EDF Energy's David Eccles (DE) said he would cover this under his section later in the meeting.

3. Consultation on proposed changes to 'Preferred Proposals'

DE gave an overview of the proposed amendments to Stage 2 proposals. EDF Energy has spent a significant amount of time eliciting views of local people and gaining feedback was the key goal tonight. He confirmed that 28 March was the deadline for comments on these proposed changes.

He said the basic elements of the proposal had not changed, though there had been significant changes at the Williton park & ride, for example.

The peak of construction employment on-site has increased from 5,000 to 5,600. DE said EDF Energy was working closely with Job Centre-Plus, which would be the interface with contractors. He explained that £3m would be going to Bridgwater College for its Energy Skills Centre opened by Chris Huhne MP, £1.5M for the Construction Skills Centre and £1.6m would be going to West Somerset Community College for apprenticeship skills training.

The size of the community fund had been increased to £20m. In addition, £5m will go into a local housing fund for projects to improve housing in the area, like upgrading of affordable housing. EDF Energy will also be consulting with immediate neighbours on a property price support scheme and mitigation beyond statutory requirements.

Accommodation: The amount of workers' accommodation required will be reduced from 2000 to approximately 1500 bed spaces. This is despite the total number of jobs increasing. This has been achieved through greater capacity identified in the existing private rented, B&B and out-of-season holiday lettings markets. An accommodation office will liaise directly between accommodation providers and contractors. EDF Energy is also consulting with the District Councils on ways of improving permanent housing provision, but this is at an early stage and will be separate from the IPC application.

The on-site campus had been reduced from 700 bed spaces to 510 and sports facilities had been relocated. Bridgwater C site remained at 150 spaces with Bridgwater A reducing to 850, assuming that Bridgwater C progressed as planned, or 1000 spaces if not.

Working hours: DE explained changes in shift patterns, with longer working hours, night time shifts and greater weekend working necessary to meet the timescale for building the new power station. There would be restrictions on the nature of out of hours working and he also said a binding code of conduct would be in place for workers, within the limits of what is acceptable within employment law.

Transport: The key objective remains moving as much by sea via the temporary jetty and Comwich Wharf. The freight management system will hold road freight back until less busy times, to help avoid congestion. EDF Energy will also be looking at a range of improvements to the road network.



Item

Overall park & ride numbers have increased, with more spaces at junctions 23 and 24, but fewer at Cannington and Williton. The Cannington park & ride has been adjusted, with a better layout and positioning proposal for the village. The Williton park & ride has been moved to the nearby lorry park, away from the village.

Combwich Wharf: EDF Energy had listened carefully to local concerns and has adjusted its proposals considerably. There will now be no fabrication at that location and materials will be stored outside and weather proofed. The changes will reduce the area required from 13 to 10 hectares.

He said the proposed travel plan and highway improvements would offset some of the likely impacts, and EDF Energy will continue to work closely with the highways authorities in developing these plans.

Highways works could include improvements to Sandford Corner A39 and a new roundabout at Washford Cross, as well as improvements along the C182 up to the site.

The Cannington Bypass has undergone detailed adjustments in dialogue with landowners, users and school, which he felt helped address the greatest concerns. He confirmed there remained insufficient justification for a northern Bridgwater bypass.

Footpaths: Ian Bryant (IB) updated the forum on changes to the footpaths. EDF Energy will be connecting the area to the south to the coastline via two footpaths; some footpaths will need to be removed, but remaining footpaths will be kept in good order. Benhole Lane will be extended up to the coast. EDF Energy is also looking at a bridleway along the southern edge of the site, as well as a footpath, to accommodate horse riders.

DE said he hoped these amendments addressed some of the local concerns and said EDF Energy welcomes further input.

AL explained documents are available, including copies of the consultation document, in hard copy or online.

Members of the forum responded to this presentation with the following points, questions and concerns (with EDF Energy's responses, in italics):

- The volume of materials has increased by 4.8m tonnes to 5.8m tonnes, a massive increase on both jetty and road transport. Why and will EDF Energy be re-running the transport numbers/study? *SBA's David Bird (DB) said the information they now had was better, which had led to the increased projection, though this was a worst-case-scenario figure. EDF Energy is confident that these figures could be improved upon in practice by moving more material by sea.*
- Shurton junction – no mention of improvements? *It is being looked at currently.*
- Why couldn't the number of workers being accommodated in the on-site campus be reduced further with additional numbers transferred to Bridgwater? *All contractors want as many workers accommodated on-site for convenience and ease of transportation. EDF Energy has tried to balance the needs of contractors with the concerns of local residents.*
- Can EDF Energy be explicit about the total amount of land removed from the construction



Item

area on the main site? *10 hectares released from the amount of Stage 1 land proposed. Contractors saying they are struggling without more laydown space so further reductions are not possible.*

- What can neighbours expect in terms of disturbance from construction and worker accommodation on-site? *Landscaping will be used to minimise noise and light impact.*
- What is the breakdown between engineering and office jobs being created? *The numbers of operational jobs is in the report, but operational staff numbers do include office workers.*
- There was previously no mention of 24/7 shift patterns through the construction period. Residents can currently hear the sound of waves on the beach, so this will have a massive impact on those living near the site. *It is important to keep to original construction timetable; quieter activities will be undertaken in the evenings and at night to minimise disturbance.*
- Concern about massive traffic levels through Cannington for the 3.5 years needed to build the by-pass. *During the preliminary works the number of vehicles will be lower; the first 15 months will be getting consent, so it's not the whole three years; but it will be some years before by-pass is ready. EDF Energy's noise team is working to ensure absolute levels meet World Health Organisation guidelines.*
- Why not use the Town & Country Planning Act to get by-pass consent ASAP – you did it for the helipad; it is a commercially-driven programme? *Looking at ways of making it happen quicker. The helipad is for emergency use (and the odd visitor). The TCPA process would not necessarily be quicker for the bypass as it would require a number of Compulsory Purchase Orders, whereas the IPC brings it all into one process.*
- There need to be limits put on the laydown facility at Combwich. *There needs to be sufficient flexibility, but this is being looked at as part of the freight consolidation strategy.*
- The 24/7 working hours will have an adverse impact on wildlife – have you assessed this? *We will be keeping the light down particularly in the southern area for both animals and people, but it is a construction site and we will need light. Gone to great lengths to create wildlife corridors for bats plus the new bat roosts on the west of the site; but EDF Energy will look specifically at the 24 hour working issue in the context of this consultation.*
- You say the park & ride at Cannington is smaller but it looks the same size? *The footprint is smaller. We've reduced the amount of parking, moved the built development further away from the village and reduced holding ponds from two to one, in agreement with the Environment Agency. Flood mitigation requirements are still met.*
- With the local holiday accommodation used up by workers there will be an adverse impact on tourism, which is very important to the local economy – won't you need to compensate; believe it will damage the short-break market? *Our research tells us if it's well managed it won't have an adverse impact. During key summer months we can move workers into campuses to ensure sufficient room for holidaymakers. We will be working closely with accommodation providers and the visitors' centre will enhance tourism. Overall, EDF Energy expects the project to have a neutral or positive effect on tourism.*
- Disappointed no Bridgwater bypass, plus concerned about potential delays to Cannington bypass. *The IPC process should provide greater certainty about delivery than the TCPA process would.*
- No plan-B for any problems with road transport accidents, maintenance and major 'snarl-ups' which have in the past caused delays of several hours; accidents routinely happen at Quantock Road, for example, where traffic backs up to Cannington. *EDF Energy is working very closely with emergency services on contingency plans, which will be published as part of the IPC application but the traffic modelling shows EDF Energy will*



Item

not add to the problem (which many forum attendees strongly questioned)). EDF Energy's transportation consultant DB said Somerset County Council is happy with the process of traffic modelling, which had not yet been completed. Safety is of paramount concern and EDF Energy is looking at worst problem areas/spots and seeking ways of reducing accidents, for example proposing a new roundabout at the Sandford Corner junction where there have been two fatalities.

- *The approach to transport is 'patchwork'. DB disagreed as EDF Energy has looked at most significant accident spots, but it can't design a completely new infrastructure for the area.*
- *How will the £20m community fund be divided? It will be worked out with local councils and the community, but EDF Energy welcomes comment and input on this.*
- *Concerns about traffic in and through Cannington; if the road is closed traffic will back-up right through the village; what traffic calming measures will be taken? For major incidents vehicles will be held at the freight terminals, but EDF Energy will consider specific traffic calming measures for the village.*
- *Is EDF Energy aware Somerset County Council (SCC) has a traffic management team planning accident diversions? DE confirmed EDF Energy is liaising with the SCC team.*
- *How can EDF Energy explain the rise in the community fund from £1m to £20m? The initial proposal was benchmarked against other comparable schemes, but after more analysis of the large number of impacts, for things that can't be mitigated, we believe the extra money is justified.*
- *WSC's Andrew Goodchild said both District Councils welcome comments from the community before the committee meetings, urging early responses to help accommodate all responses.*
- *Concern was expressed about plans for the narrow route along Stogursey Lane to Nether Stowey. Had this route been properly modelled? DE said EDF Energy would have to come back to the forum on that issue. **ACTION – EDF ENERGY***
- *How closely is EDF Energy working with Magnox to reduce traffic and truck numbers? EDF Energy has a contractual agreement with Magnox on moving non-contaminated land to Hinkley Point A to reduce the volume of spoil moved from the site.*

4. Preliminary, investigative and remediation works

IB updated the forum on key developments:

- Remediation is due to start mid April on the NE of the site
- An application has been submitted to West Somerset Council (WSC) to rehouse bats
- EDF Energy is liaising with WSC to provide further information to help them determine the site preparation application
- The jetty application has been lodged with the Marine Management Organisation; there have been some objections and EDF Energy is expecting a public inquiry in late summer 2011
- Agreed to undertake early planting near the brook at Shurton, which was endorsed by WSC. EDF Energy is starting this work without prejudice.

WSC's Andrew Goodchild reported that lots of comments have been received from consultees. This is resolving some of the issues raised but the Council may have to re-consult on the receipt of new information from EDF Energy. Any further consultation will be advertised in the normal way.



Item

One member of the forum commented that EDF Energy is proposing to start on site preparation works but the whole project may fall if the jetty application is refused. *EDF Energy acknowledged this was a risk. However, the company believed it had done a good job on the jetty application in terms of impacts to the foreshore, the cliffs, marine and birdlife. It remains confident it has submitted a good application that will be successful.*

5. Terms of reference and membership of the forum

Chair invited PPS' Charles St George to explain the paper, which had already been circulated to forum members. There are, he said, three aspects:

1. Review the terms of reference of the Forum by adding a sentence clarifying that the its role is to discuss local community issues and not nuclear power development more widely, which the government is consulting on in developing its Nuclear National Policy Statement
2. Clarify that membership of the forum is not for individuals but for representatives of community groups, statutory bodies and local political representatives. The suggestion was that new members to undergo a membership application process with approval of new members at the forum and that existing members should register their organisations with the secretariat.
3. Establish the principle of creating new specialist forums that could discuss issues in more detail than was possible at meetings on the main forum. EDF Energy has held preliminary meetings of a new transport forum and it is also proposed to create a main-site neighbours' forum.

A number of questions/concerns/opinions were raised (with responses recorded in italics, where they were made):

- The list of parishes omitted Wembdon; of the 80 or so relevant organisations only 17/18 are currently represented; but a 'very sensible' measure. **ACTION – PPS TO CHECK AND ADD WEMBDON AS APPROPRIATE**
- 'Never heard of traffic forum'? *DE said doors are not closed; EDF Energy suggested circulating transport forum minutes to all main forum members.* **ACTION – EDF ENERGY/PPS**
- Request that members of the forum should be notified of forthcoming meetings of the transport forum. *EDF Energy agreed that future meetings of the specialist forums would be notified to members of the forum.* **ACTION–PPS**
- A concern was voiced that this change would fail to allow the whole community to be properly represented; that organisations vary in degree of formality and size and this change would discriminate; does the forum have the right to judge other organisations? Is that not undemocratic? The proposed changes would make the forum a self-policing, exclusive club; concern was also expressed the specialist additional forums should be self-selecting, not at EDF Energy's invitation, that it is important to ensure all views are heard. *The chair refuted the suggestion the forum is exclusive and said that members wanted to clarify the terms of reference and membership.*
- One member disagreed it would create exclusivity, saying lots of different organisations are represented including registered charities.
- One of the ward members stated that many councillors attend the forum - they represent all the people from all the communities. Including lots of other groups would undermine the role and input of councillors.



Item
The proposed changes to the forum's terms of reference, membership and the creation of specialist forums was agreed.
6. Environment Agency engagement plans
<p>The Environment Agency's Brian Payne made a presentation on the EA's engagement plans for Hinkley Point C. He also distributed a one-page paper on permits and consultation.</p> <p>He explained the EA is legally required to undertake consultation for the permits EDF Energy will require if it secures approval to operate Hinkley Point C. However, the EA will be going over-and-above what is legally required. He set out who and how it will consult.</p> <p>A number of issues/questions were raised (responses in italics):</p> <ul style="list-style-type: none">• Can you clarify what EA permits will be required for the site preparation works? <i>Brian Payne said three: run-off for construction activity; use of mobile treatment plant; spoil mound removal. IB said it would be assessing impact of site run-off and would be applying for a permit if required alongside the planning process so as not to prejudge the outcome of the IPC process.</i>• A question was asked about zero discharge, which <i>Brian Payne said he would respond to separately.</i> ACTION EA'S BRIAN PAYNE TO RESPOND• Are there time limits set on the Environment Agency in the way there are for the planning process? <i>Four months for decisions on most permit applications, but the EA would 'peg' its response time to the planning process.</i>• In a recent EA report into control of flood water at Cannington there was no mention of the impact of the park & ride and flooding in the brook area. <i>Brian Payne said it is considering the park & ride proposal and there are ongoing technical meetings following Stage 2. He offered assurance that there are detailed discussions and is happy to send an EA representative to a Cannington meeting to explain.</i>
7. Any other business
West Somerset Council (WSC) and Sedgemoor District Council (SDC) have published their draft Hinkley Point Nuclear Supplementary Planning Document, which is available for comment in libraries and on their websites.
8. Future meeting dates
<p>The following dates were agreed for future meetings:</p> <ul style="list-style-type: none">• 12 May 2011 at Cannington College• 7 July 2011 at Hinkley Point B Training Centre.