



Meeting Report

Regarding:

EDF Energy Hinkley Point: Community Forum

Date:

8 July 2010

Attending:

Alan Ladd *Chairman*
Keith Talintyre *Otterhampton Parish Council School*
David Harper *Bridgwater College*
Jenny Lawrence *Somerset Racial Equality Council*
David Onamade *Somerset Racial Equality Council*
Allan Jeffery *Stop Hinkley*
Alan Hurford *Bridgwater Town Council/Town Clerk*
Bill Monteith *Bridgwater Town Council/Town Mayor*
David Temple *Cannington Primary School*
Lynda Laird *Cannington Parish Council*
Chris Durham *RAC Foundation for Motoring Network*
Sue Goss *WHAG*
Lesley Flash *Stogursey Parish Plan*
Peter Malim *Stogursey Parish Council*
Neil Pack *Somerset County Council*
Trevor Howes *Civil Nuclear Constabulary*
Alan Beasley *Save Cannington Action Group*
Alyn Jones *Somerset County Council*
Brian Payne *Environment Agency*
Kevin Baker *Environment Agency*
Andrew Goodchild *West Somerset Council*

Stewart Brook *NHS Somerset*
Malcolm Hogg *Nether Stowey Parish Council*
Sue Webber *Planning Aid*
Sarah Porter *Chair Stringston PC*
Nick Pocock *Deputy Chair Stringston PC*
Ann Blaxland *Bridgwater*
Colin Allen *Cannington P.C.*
Michael Short *Fiddington Parish Council/Chair HPSSG*
Tom Blaxland *Bridgwater Civic Society*
Chris Morgan *West Somerset District Council*
Brian West *Kilve Parish Council.*
K.B. Samson *Kilve Parish Council*
Philip Ham *Parrett IDB*
Cecily Collingridge *Ashley Avenue Residents Association*
Richard Mayson *EDF Energy*
Alex Kaufman *EDF Energy*
David Eccles *EDF Energy*
Gordon Bell *EDF Energy*
Ross Edwards *EDF Energy*
Charles St George *PPS*
Jo Hatton Jones *PPS*

Item**1. Introductions**

Alan Ladd (AL) welcomed those attending and asked those around the table to introduce themselves and the organisations they represent.

2. Minutes and Matters arising

AL advised that an amendment had been made to the minutes of the previous meeting and asked that these be reviewed and signed off.

Actions in the previous meeting report:

- Item 3: re. Planning Aid – Charles St George (CStG) confirmed that Planning Aid's details would be included on letters to residents and in future newsletters as appropriate.
- Actions on Martin Childerhouse
 - i. Fault lines and locations – MC has reviewed the historic data and this has assisted the current investigations.
 - ii. Testing in southern area of land by rigs and boreholes is no longer relevant as the construction boundary has moved north.
 - iii. EA asked to give presentation – is on this meeting's agenda.



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3. Environment Agency: Generic Design Assessments Consultation

Kevin Baker (KB) and Brian Payne gave a presentation on the Generic Design Assessment consultation and explained that if there are any further questions they will have representatives at all EDF Energy's public exhibitions in July. They also offered to come back to the Community Forum or another venue to discuss technical information.

Overview:

- Site specific permits and planning permission will still be required if the GDA approves the reactor designs.
- HSE joint website has consultation documents and issues that have been published so far. It is a highly technical consultation but there is also some useful information you may not be aware of.
- Following consultation we will consider responses and set out findings and decisions. This will result in set of interim conclusions that can be assessed.
- Views can be posted through the website, the online consultation, via email, letter or fax.

A handout highlighting the key issues and providing contact details was provided and **a scan is attached to these minutes.**

KB then invited questions:

- Hasn't the reactor for Hinkley Point C been determined?
- Confusion was expressed over the timing of the EA's consultation
- How do you interact with the nuclear regulator?

KB explained that there were two reactor designs put forward appropriate for any of the ten sites listed in the nuclear national policy statement. Both reactors are being considered as to whether or not they have an appropriate/acceptable design. He explained this consultation is a national piece of work and acknowledge the timing is unfortunate considering the amount of consultation currently taking place around Hinkley. He explained a UK EPR is proposed at Somerset and Sizewell but different companies could propose other reactors at different locations. The EA is consulting widely and this is being rolled out in other parts of the country as well. He advised that the EA/HSE have joint regulatory responsibility - in case of GDA both regulators sit at the same table and work side by side.

4. Stage Two 'Preferred Proposals'

Richard Mayson (RM) explained that this is the start of the Stage 2 consultation on 'Preferred Proposals' and EDFE is keen to hear views.

RM started by explaining the vision for the new nuclear build:

EDF Energy intends to develop a nuclear power station at Hinkley Point C that will make a major contribution to the nation's low carbon energy needs. The development, operation and ultimate decommissioning of the power station will be undertaken in a manner consistent with the highest standards of safety, reliability and sustainability. EDF Energy will strive to ensure that the inherent benefits of its investment in Hinkley Point C are captured in a way that maximises its practical contribution to the local and regional economy. EDF Energy will ensure that any significant adverse effects of the construction, operation or decommissioning of the power station are appropriately mitigated in a way which is environmentally responsible and sensitive both to the needs of the community and to the strategies of the relevant authorities.

Five commitments: following consultation and discussion with key stakeholders.

- Supporting economic development.
- Supporting low carbon future
- Supporting education, employment and skills
- Housing (accommodation)
- Supporting community well being

RM provided an overview of the main site including fuel, waste and decommissioning. He explained it is likely that spent fuel will be stored on site for a few decades but he is confident that it can be managed. EDFE has been storing waste at Hinkley Point B safely for years.



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He said EDFE would ensure sufficient money was available that spent fuel and waste can be dealt with at no impact on the taxpayer.

He then provided an overview of the landscaping and wildlife proposals after construction, which will include closing the coastal path for approximately eighteen months while constructing the sea wall, then reinstating it along the sea wall.

He explained the anticipated construction timeline is as follows:

2010 – Enabling works on site

2011 – Preliminary works on site

2012 – Start of main construction

2014-2016 – Peak of construction

2018 – First nuclear reactor operational

2019-2020 – Second nuclear reactor operational. Removal of temporary structures and land restoration begins.

RM also provided details of the stage two consultation before moving on to outline the associated development 'preferred proposals'.

- Temporary onsite accommodation: small accommodation blocks including sports facilities and amenities. EDFE is very interested in hearing people's views regarding the possible legacy benefit.
- Transport – the Government is against building new roads so EDFE will transport 80% of bulk materials by sea via the temporary jetty and bring very large loads and other material in through Combwich Wharf.
- Strategic Park and Rides with mandatory use for workers will be introduced. There will be no car parking on site for the construction workers and the workers shifts will not clash with peak traffic times.
- Freight logistics and storage facilities will be introduced to manage and help reduce HGV movements.

RM then gave an overview of what is proposed at each site:

Bypass

RM started by explaining that a bypass study has been carried out (full details in DVD) that essentially shows that it wouldn't be appropriate for EDF Energy to build a Bridgewater bypass as it would not support the Hinkley Point C proposals. There are also practical issues regarding environmental impact such as the fact that it is on a floodplain and also the issue of timing; it would take about four years to build and so would not be available until 2016 which would be after the peak of construction.

Cannington sees higher changes in traffic, EDFE has looked at both route and the Western route is shorter, more practical and affects fewer properties. EDFE is also proposing possible traffic calming through the village to stop 'rat running'.

Cannington: Key Changes

- No accommodation campus
- No freight storage facility
- Smaller park and ride
- Western route selected for bypass

Cannington Temporary Park and Ride 360 car, 13 minibus and 8 accessibility spaces

- Secure motorcycle and bicycle parking
- Bus shelters and bays
- Security/welfare building
- Roundabout entrance from A39
- Surface water drainage improvements
- Fencing, landscaping and screening
- Low level, dark sky lighting
- Park and ride to be removed after 7 years



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Williton: Key Changes

- No accommodation campus is planned at Williton
- Smaller park and ride

Williton Temporary Park and Ride

- 310 car, 12 minibus and 6 accessibility spaces
- Secure motorcycle and bicycle parking
- Bus shelters and bays
- Security/welfare building
- Entrance from A39
- Fencing, landscaping and screening
- Low level, dark sky lighting
- Park and ride to be removed after 4.5 years

A39

- Minimal increase in traffic on the A39 west of Cannington with Williton park and ride
- Stopping bus services east of Williton to Hinkley Point
- A39 safety study with County Council will:
 - Identify existing safety issues
 - Review impact of Hinkley Point C traffic
 - Consider Councils plans for safety improvements
 - Highlight further improvements that may be needed
- Variety of safety improvements *likely to be undertaken*

Bridgwater: Key Changes

- Two of the original four site options chosen for campus accommodation for workers (sites A and C)
- Former Innovia site north of the A39
- Part of Bridgwater and Albion Rugby Football Club, south of the A39 next to Bridgwater College

Bridgwater A - Innovia Site

- Accommodation for up to 1,075 workers
- Built and occupied in phases for around 5 years
- Restaurant/canteen and bar
- Sport and leisure facilities - gym and sports pitches, games room
- Administration and security
- Parking and landscaping
- Traffic signal junction on A39 Bath Road
- Potential legacy use for site infrastructure

Bridgwater C – Rugby Club Site

- Accommodation for up to 150 workers
- Operational for around 6.5 years
- Restaurant/canteen and bar
- Gym
- Administration and security
- Parking and landscaping
- Access from A39 Bath Road via College Way
- Potential legacy use for student accommodation

Junction 23

Site is situated to the west of the M5 adjacent to the A38 on the Dunball roundabout

Park and ride

- 740 cars, 16 minibus and 16 accessibility spaces
- Motorcycle and bicycle spaces
- Bus shelters and bays
- 20 spaces for bus parking
- Security and welfare building
- Surface water drainage
- Fencing and landscaping
- Low level, dark sky lighting
- Operational for 6.5 years



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- Potential legacy use for Bridgwater

Freight storage area

- 75 parking spaces for HGVs
- Parking for light goods vehicles
- Lay-by for checking loads and documents
- Freight logistics building
- Security and welfare building
- Staff parking
- Fencing and landscaping
- Surface water drainage
- Operational for 7 years
- Potential legacy use for Bridgwater

Junction 24

Site is located to the west of the M5, close to the A38 and Stockmoor village.

Park and ride

- 670 cars, 14 minibus and 14 accessibility spaces
- Motorcycle and bicycle spaces
- Bus shelters and bays
- 16 spaces for bus parking
- Security and welfare building
- Surface water drainage
- Fencing and landscaping
- Low level, dark sky lighting
- In use for 6.5 years
- Potential legacy use for Bridgwater

Freight storage area

- 45 parking spaces for HGVs
- New access road to A38
- Freight lanes with manned booths
- Security office and amenity building
- On-site parking
- Fencing and landscaping
- Surface water drainage
- In use for 7 years
- Potential legacy use for Bridgwater

Combwich Wharf

- Continue to use for 'abnormal indivisible loads and other materials
- Refurbishment including demolition, creation of heavy lift berth and new goods handling wharf
- Temporary freight logistics/storage area alongside existing private road
- Private road to be used for access to avoid HGVs in the village
- Some vegetation to be removed on Hinkley Point road to facilitate vehicle movements
- Manned vehicle check point
- Open storage compound
- New roadways within the site
- Bus parking
- Storage and component assembly buildings
- Security and driver welfare building
- Staff parking
- Fencing, landscaping and lighting
- Facility required for approximately 6.5 years

Land purchase: RM explained that EDFE owns or has access to the land for the main site and is working to acquire land for associated development. EDFE has written to people with interest in the land and is keen to resolve through discussions without having to use Compulsory Purchase Orders.

Consultation: RM explained that the first round of exhibitions will take place before the school holidays, with further exhibitions planned in the summer to enable those and holiday and tourists to look at the proposals, exhibitions will continue in September. As previously, there will be questionnaires and a variety of other methods by which people



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can submit their comments.

AL then opened the floor to questions/comments:

- Asked for clarification about the number of permanent jobs: 700 or 900?
- We would welcome funding for the constabulary.
- Disappointed there are not going to be cycle paths on Hinkley Point Road.
- Where is the Primary Zone?
- Concerned emergency access to the site would be used on a regular basis and not just for emergency vehicles.
- On-site facilities need to be sustainable. They would be more sustainable if they were situated in Stogursey itself and could then be long term for people in the area.
- Concerned about spent fuel storage. What investment is there from EDFE for deep underground repository? Would it be paid for by EDFE or left to be covered by the taxpayer?

RM explained the primary zone has not been defined yet and is open for discussion as part of the consultation. The purpose of that fund needs to be agreed right at the start of the discussion and a commitment made. Also need to work out how it will be administered.

With regard to the number of jobs, both are correct. There will be 700 permanent EDFE jobs and 200 permanent contractor jobs.

EDFE will look to cover both decommissioning and spent fuel management during the life of the station and contributing to the repository. This will be subject of negotiation with the government and EDFE is comfortable with this approach. RM confirmed that it wouldn't be a burden on the taxpayer.

The emergency access road will definitely be for emergencies only.

- If there is no on site accommodation and there is an accident on the C182 how would you bring in the extra workforce? If in this case (and if there is no on-site accommodation), would you be tempted to use the emergency access as a second access point?

RM explained that EDFE expects conditions to be applied on the use of that road but it is difficult to speculate at this stage. As for the facilities, EDFE has had discussions and lots of people don't want workers in Stogursey; others would like access to the facilities. We are happy to hear views and discuss what could credibly be done.

- Concerns regarding the road access: Bridgwater at the current time will take the burden on construction traffic and accommodation. Bridgwater Town Council (BTC) will look at the DVD and documents. EDFE is aware of BTC's issues and hopefully can discuss them at the meeting in August.
- Concerns were raised about transport in Stogursey. Confusion was expressed regarding the usage of the jetty, the amount going through it and use of the A39 and C road. EDFE was urged to put the delivery of as much material as possible through the jetty.

It was explained that conservative assumptions need to be made at this stage but the plan is to utilise the jetty as much as possible to help reduce road traffic movements.

- A query was made regarding the legacy; there is no long-term legacy proposed in Shurton. Is this due to the location of the campus?

RM explained there had been strong feedback from the first stage of consultation that the campus accommodation should be taken down after the construction phase but EDFE would be happy to reconsider this if local people would like it to remain. The campus was not actually part of the nuclear licensed site so access would not be an issue. EDFE could look at ways to optimise access and is keen to discuss this.

- What security will there be for the park and ride facilities?

RM explained that each facility would have a designated security office and barriers and the use of the facility will need to be disciplined.



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- It was asked if now the boundary on site has moved north, if the route of the access road could be taken further away from the village of Shurton.

RM said nothing is finalised and this consultation is for people to put forward views and suggestions. He didn't believe the route has been fixed yet but said he would look into it. **ACTION**

- Why will the park and ride at Cannington and Williton be removed after construction? How will people from the west get to the site? Concern was expressed about 'rat-running' after the closure of the facilities.

At the operational stage there will be parking on site but not for all. Car sharing will be encouraged, as will taking the bus. Bus services will be encouraged and shift patterns will reduce the impact. EDF Energy did not have the exact figure from the west to hand but will confirm at the next meeting. **ACTION**

- There are lots of agricultural vehicles on the roads, which can be dangerous – a suitable approach is needed. Concern was expressed about Stringston where there is no verge and could be dangerous for workers and residents.

EDFE is working with the County Council road safety officers on possible safety improvements and how it can assist in alleviating this risk as well as a travel plan to encourage people not to use these roads. EDFE is trying to minimise the impact and looking for improvements.

- There is already too much traffic on the A39. Kilve Parish Council put forward a suggestion for a footpath to join up both parts of the village. At the moment there is no footpath and there are lots of accidents.

RM advise this will need to be looked into and will come back to you. **ACTION**

DB explained there would be 150 people in shifts. If smaller buses are used through local roads then it will need less than ten buses to cover those a 1 to 1½ hour period.

- There was concern that in the morning this is a red route and an extra ten buses would be significant.

It was explained that the morning shift would be 6-7am so there would be a very small impact on local traffic.

- Concern was expressed that outside the shift pattern there would be lots of traffic from visitors and inspectors for meetings, usually with only one person per car. Has this been considered? You could hold progress meetings off site to keep traffic low. RM was also thanked for reconsidering Cannington issues raised during the Stage 1 consultation and reflecting them in the Stage Two consultation.

RM said that EDFE is looking at a sustainable cluster of off-site meeting places. Visitors to the site should also be using the park and ride where possible.

- Putting office accommodation at Dunball was suggested.
- Stage 1 summary regarding the Cannington bypass raises the issues of flooding but it is not mentioned in the Stage 2 summary document. Concern was expressed that flooding is not being fully considered.

RM apologised that flooding has not been included in the summary document but explained flooding issues are very heavily documented in the full reports.

- What is happening regarding preliminary work?

RM explained a planning application for the jetty would be made shortly. The timing for a decision can vary - if we submit in August then they will be likely to determine an outcome in early Spring 2011.

EDFE is currently working on the Environmental Appraisal on-site. It is hoped the planning application for this will be submitted to West Somerset Council in about a month or so with a decision hoped for by the end of this year.

- Disappointment was expressed that there was no Bridgwater bypass proposed but it was hoped there would be more discussion. If there were a small commercial development off the A39 it would probably be refused



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on traffic grounds. It was acknowledged that EDFE is trying to help the traffic impact but there will still be a lot of traffic on the road. There would be benefits from the bypass to Bridgwater for construction and permanent workers as well as tourists and other road users.

- Query about the Flammanville reactor and whether it was blockaded due to traffic strategy.

RM explained that the French traffic system is very different to the British one so it is difficult to draw parallels. The park and ride schemes can work but do require enforcement to make it happen. The Transport Appraisal includes a report on the bypass, which concludes that EDFE construction traffic would only add about 2% on a daily basis. EDFE has an obligation to mitigate for its impact rather than all users and cannot justify the impact to the environment, cost and delays for a comparatively small impact from the power station. In traffic change terms it is a small percentage.

- Concern was expressed that consideration has been given to the villages of Cannington and Williton by removing the accommodation proposed at Stage 1, but the same consideration has not been extended to Stogursey?

RM explained that EDFE is doing its best to keep the campus accommodation screened from the village and keeping it self-contained. It is important to have workers near to the main site, especially in the key construction phases but we are doing our best to minimise the impact on the local community.

- Will there be parking for workers at the on-site accommodation?

RM explained there would be and workers were likely to be there during the week, travelling home for weekends.

- Concern was raised about traffic impact on Sundays and Fridays with staff arriving or heading home for the weekend. Why can't they be ferried from the park and ride facilities? It was suggested that there be no parking for the on-site accommodation and that, if there were no car parks, the buildings could be spread out more and heights reduced.

It was explained that workers would not all be leaving at the same time due to the shift patterns, which will ease bunching. EDFE is looking at what people do during the week and, for example, are looking to provide good quality bus services to/from the site to Bridgwater. We will do what we can to limit car movements, especially at peak times.

- A new member of the Forum raised concern about the Stage One consultation process and felt the average person would have difficulty accessing the consultation. She said she had spoken to people who were phoning the EDF Energy main number for Stage One (as listed in the phone book) and receiving an automated response or operators with no information, which is putting people off who want to participate. She was also concerned there was no phone number in the press article she'd read and not everyone uses the internet so the website is not reaching everyone. She felt there is lots of information to take in from the exhibition boards and people shouldn't be expected to fill questionnaires in immediately. She would like to see more exhibitions as the onus has moved to Bridgwater.

Alex Kaufman (AK) thanked her for raising the issue about the main EDFE number and will look into rectifying this.

ACTION

CStG explained that people are not expected to fill in questionnaires at the exhibitions – these can be taken away, with copies of the summary documents and be filled in at people's leisure. They can then be returned using a freepost address. People wishing to fill in the questionnaire over the telephone can use the freephone telephone number to do so. Home visits have also been advertised and will be arranged for people unable to attend the exhibitions.

Full-page adverts were placed in the Bridgwater Free Press, Somerset Gazette and Bridgwater Mercury which included details of the exhibitions, freephone number and freepost address. All other media have been informed of the correct details including telephone numbers to freephone consultation line and EDFE's Bridgwater office, however, we have no control over what journalists put in their articles (which was what she was referring to).

Approximately 55,000 newsletters have been distributed through the post and newspapers to those in the area of



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the associated development site – each includes contact details. Posters have also been sent to parish and town councils to put on notice boards. Information is also available in all libraries in Somerset and tourist information offices.

Additional exhibitions are also being held in Bridgwater in September in Morrison's and Asda's car parks. We are also holding a number of focus groups and workshops.

- It was asked if impact on tourism was brought up during Stage 1 is on the DVD?

RM advised that detailed information is in the socio-economic report, which makes it clear the demand is for the sort of accommodation not usually used during the tourist season arrangements. All have been quantified and assessed.

- What about along the A39 – off the beaten track is more likely to be used? Can you dictate to staff where they stay?

RM explained that a database will be put together for accommodation but the Company cannot dictate where people live.

- One of the first slides was about the economic benefits. How will this be controlled if there are four major contractors who will be responsible for sub-contractors? Can you force them to source suppliers locally?

RM explained there is a defined set of key performance indicators and targets for where workers come from including a high percentage of local/regional workers. We can connect the job with the person and provide training but cannot force companies to use people from a certain area. However, Flammanville and Sizewell have demonstrated that it is possible but they have to be closely monitored.

The project is anticipated to inject £100million per annum into the area.

- One of the challenges to the Council is to look at the consultation document and comments from the local community and stakeholders. It is important that this is EDFE's consultation but the Council would appreciate being copied in on responses.

6. Date and Venue of Next Meeting

7pm on Thursday, 30 September 2010 at Hinkley Point B Training Centre.