

BRADWELL B
Community Forum – 6th October 2020
Meeting Note



Chair

Sandra Fryer

Members

Althorne Parish Council	Mundon Parish Council
Blackwater Against New Nuclear Group	Representative officer from MDC (Observer)
Bradwell BAN	Representative officer from MDC (Observer)
Brightlingsea Parish Council	Representative officer from MDC (Observer)
Cold Norton Parish Council	Representative of MDC Bradwell B Working Group
Chelmsford City Council	Rettendon Parish Council
Danbury Parish Council	Rochford District Council
Environment Agency	South Woodham Ferrers Town Council
Great Baddow Parish Council	Southminster Parish Council
Heybridge Parish Council	St Lawrence Parish Council
Latchingdon Parish Council	Tollesbury and Mersea Native Oyster Fishery Company
Maldon District Community Voluntary Service	Tolleshunt D'Arcy Parish Council
Maldon Town Council	West Mersea Parish Council
MP for Maldon	Woodham Mortimer and Hazeleigh Parish Council

Bradwell B Project Team

Barney Stringer, Bradwell B	Kate Stinton, Bradwell B
Catherine Anderson, Bradwell B	Lucy Farrow, Traverse
David Palmer, Bradwell B	Sarah Price, Bradwell B
Dean Foden, Bradwell B	Stephen Bray, Bradwell B
Doug Jefferson, Traverse	Stephen Mannings, Bradwell B

Item 1: Introductions

The Chair welcomed all attendees to the first Community Forum and thanked everyone for their time. She set out the arrangements for the meeting (Agenda item 1.0).

The Terms of Reference for the Forum, which were shared ahead of the meeting, were noted for record (Agenda item 1.1).

Apologies for absence were taken. There were apologies from Federation of Essex Colleges, North Fambridge Parish Council, St. Osyth Parish Council, and Woodham Ferrers and Bicknacre Parish Council (Agenda item 1.2).

Item 2: Update from Project Team

The Bradwell B project team provided a brief update notifying members of non-intrusive site surveys and the future opening of the Bradwell B Information Office in Maldon (Agenda item 2.0).

A presentation providing a summary of the Stage One Consultation feedback was then delivered by Traverse, commissioned to process, analyse and report on the consultation responses. The presentation slides are available on the BRB Community Forum webpage (Agenda item 2.1).

Item 3: Break

Item 4: Community Forum Discussion

(This section sets out questions raised, and discussions held, categorised based on key themes during items 4.0-4.2 of the Agenda.)

Main Site and Technical Questions

Questions about the main site were posed by the representative of Heybridge Parish Council who asked whether arisings from the site will need to be removed or whether they will be reused on site wherever possible.

BRB team response: The Bradwell B project team set out that they would be working hard to balance the earthworks, and that there will be a lot of material that will need to be excavated to prepare the site for construction. Based on the results of the existing ground investigations, the project team will have a better understanding of the range of material on site, including clay. Most of that material will have uses on site, either for construction or other purposes.

Bradwell BAN asked if there was a final design for cooling towers.

BRB team response: On the issue of cooling towers, the team explained they will be undertaking both baseline and noise quality assessments which will be provided in the EIA, which will support the DCO application.

Terrestrial and Historic Environment and Ecology

Althorne Parish Council: In the preliminary survey results it was stated the response rate to the Bradwell B proposal was higher than that from Sizewell or Hinkley. Is this possibly because this is a far more intrusive and unsuitable site compared to the others?

BRB team response: Each of the eight sites considered by the Government are potentially suitable at a strategic level. The planning and environmental impact process is looking at the detailed effects of what our proposals are.

BANNG stated that some of the major issues still needed to be confronted. Significant issues, such as future impact of climate change on the site and the impact on the environment at large need to be given significant consideration.

BRB team response: The impacts of external hazards such as flood and extreme weather are taken into account by the Office for Nuclear Regulation (ONR). The project has to satisfy the experts within the ONR in this regard. The team explained that there will be a range of mitigation and management, including investing in coastal defences to protect the site.

Maldon Parish Council raised concerns regarding the historic value of the control tower and aerodrome. Is there any comment on whether it can be preserved?

BRB team response: The team confirmed that they are aware of the control tower and that it is subject to local listing. The Bradwell B Stage One proposals did include the demolition of the control towers and runway remains. It is part of the process of the impact assessments to understand the role of those structures and the effect their loss may have. The proposals are at an early stage and all views on these features will be taken into account.

Marine Environment

Bradwell BAN stated that marine transport has been promised at other sites but has not been able to keep pace with the requirements, how will this be different?

BRB team response: The team noted that the project is at a very early stage and the requirement for materials needing to be brought to the site is still being explored. The capacity of the vessels that might be used is also still being explored. The team confirmed that they are keenly aware of the need to plan carefully how much of the transport requirement marine can deliver and to maximise that contribution as much as possible so that use of other transport routes, which have a greater impact on the local community, can be minimised.

Jobs, Socioeconomics & Accommodation

BANNG enquired as to whether Bradwell B will undertake a social impact assessment?

BRB team response: The team confirmed that it would. A socio-economic working group is working with both Maldon District and Essex County Councils to understand all aspects of the socio-economic context of the area. This assessment will be within the Environmental Impact Assessment for the DCO application which will look at all aspects from jobs and tourism to community impact and impact on schools. There will also be a health impact assessment alongside that.

Latchingdon Parish Council referred to the presentation asking whether the cited 10,000 years of employment for local workers (90-minute radius) was correct?

BRB team response: The Bradwell team stated that because construction is not permanent employment, its common to measure construction employment in terms of years. 10,000 years is 10,000 people getting one years' worth of work on the project or 1,000 people getting 10 years of work on the project. In practice, in construction it will be a huge range of people who will be engaged in the project for a short amount of time on a specific task and other people will be engaged for some years. This is what the 10,000 years of employment represents.

The 90-minute radius is the radius used as the cut-off for employment of people who already live here and will travel from home to work each day. It is important to stress that it is simply the outer limit beyond which there is not considered to be any significant number of people travelling daily to the site. Within that 90-minute zone the employment will be more concentrated towards the site and that's where the main employment benefits will be felt.

Bradwell BAN followed up stating the "90 Minutes radius of the site is quite a large area, (east London, Ipswich, nearly towards Oxford). How is this local?"

BRB team response: The project team responded stating that the transport consultants are working on the definition of the 90-minute area. It takes into account the congestion and actual travel conditions, so it will not include as far as Oxford. It is a large area however, consisting mainly of Essex. The assessment is done through a gravity model, which assumes that the closer you are to the site the more likely you are to be attracted to taking a job at the site. The 90 minutes should really be seen as the cut-off of the assessment rather than there being a significant number of people coming from 90 minutes away.

Heybridge Parish Council: "90 minutes is beyond Heathrow. I understand in the Hinkley Point C project local labour went to Bath, but specifically excluded Bristol in order to keep opportunities local. Can you confirm?"

BRB team response: The team confirmed that the area being considered will not go as far as Heathrow, it is predominantly Essex. The 90 minutes is only a modelling boundary. However, workers can't just come from Maldon district as there is a requirement for 3,000 workers on site at peak which is more than the capacity of Maldon to absorb.

MDC Bradwell B Working Group asked "What opportunities will be there for disabled and learning disability persons. Are you signed up to Disability Confident?"

BRB team response: The Bradwell B project team is currently small, but it is growing. We are committed to equality of opportunity and delivering multiple opportunities locally for young people to enter into education establishments to study skills needed within the development. As an example, Bradwell B's shareholder company EDF has particular commitments to the Government's disability confident campaign; supporting employees with disabilities to ensure that they have the opportunities to develop in the workplace.

Development Consent Order (DCO) and Planning

Latchingdon Parish Council: "When will detail of cumulative effect with respect to National Grid pylons be available as this is also a significant impact upon the District and local residents?"

BRB team response: National Grid look at their grid connection separately, so will establish how they best get a connection to the Bradwell B project. The project team confirmed that

National Grid is at an earlier stage and still setting up their project team. The BRB team is conscious of this and will be reporting on cumulative effects in the future. As the project moves forward with statutory consultation, the team will discuss more about those effects and share information about National Grid's proposals.

BANNG stated that the NPS was approved 10 years ago and the sites were designated until 2025; however, much has happened since and they were unsure that Bradwell B will be recognised in the NPS review. The representative asked why build an unwanted power station on such an unviable site? And whether BRB is contemplating imminent withdrawal?

BRB team response: BRB confirmed that the existing NPS identified sites that could be operational by 2025. The Government is currently therefore reviewing EN-6, the relevant policy, but in 2017 they made a written ministerial statement clarifying that the Government still considers that the potentially suitable sites listed in the NPS EN-6 still had full government support and that EN-6, until such a time as it was reviewed, is an important and relevant consideration in any future examinations and determinations of DCO applications.

BANNG asked whether all consultation responses would be made available for inspection?

BRB team response: The team confirmed the need to be careful about the protection and confidentiality of the responses provided, confirming that responses cannot be published in full. However, as part of the DCO process the project must show the Inspector how responses have been taken into account at each stage of the consultation process. When the DCO application is submitted, a consultation report will be provided and an ID number for each respondent will be presented so that the project team can show whether a change has been made depending on that response.

Bradwell BAN: "Why has an OFGEM Licence been applied for Electrical Power Generation before the DCO process has started? These are normally only applied for when ready to generate power?"

BRB team response: As part of this project, it is necessary to gain a variety of different consents. The DCO is one of them and the OFGEM Licence is another requirement. It is normal for projects at a very early stage to apply for a generation licence, it does not presuppose that the DCO is granted in any way. It is an important consideration when the planning authority comes to determine whether the DCO should be granted.

Mundon Parish Council stated that other consultations provide access to individual names and their responses, so surely BRB can at least publish responses with names redacted?

BRB team response: It is not common practice to publish consultation responses. The team stated that people are providing feedback in confidence and it wouldn't be appropriate for Bradwell B to publish it. Bradwell B will provide feedback responses on request to the Planning Inspectorate in the DCO examination process. Summary information reflecting the feedback will be made available in future consultation.

West Mersea Parish Council asked when they will be able to have access to the EIA Scoping documentation as discussed at the Maldon District Council meeting on the 1st October 2020.

BRB team response: The team confirmed that the Scoping Report was submitted to the Planning Inspectorate, which is currently in the process of registering that request and then will consult with a variety of stakeholders and important consultees, including Maldon District Council. Once the Planning Inspectorate registers that request it will go live on their website and will be publicly accessible. Documents and further information are available at: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/bradwell-b-new-nuclear-power-station/?ipcsection=docs>

Transport and freight

Latchingdon Parish Council asked for the hours of operation of freight management sites i.e. vehicle movements.

BRB team response: The team confirmed there will be restrictions on HGV numbers, stating that the project is not at the stage where they could provide further details on what those restrictions will be. There needs to be further work on what the traffic impacts are likely to be in terms of HGV numbers. A traffic model is currently being produced to essentially consider what the transport demands in the area are. Moving forward, in respect to further consultation, the team will be updating the community on what those traffic movements will be in the next round of consultation.

The team confirmed that as they work through the detail of the traffic model, they will be identifying potential sites in the next round of consultation. At that stage, the project will be able to go into more details of the hours of operation alongside considering environmental impacts of those facilities.

Mundon Parish Council asked for the timelines of the various road upgrade plans, especially during the 'early years'?

BRB team response: The team replied that they need to further define what is meant by the 'early years' time period. It's intended that those 'early years' would comprise years 1 – 3 following commencement of construction. The Stage One consultation documents set out the opportunity for a number of interventions during the early years period. There will be a number of management measures that could be implemented during that period that could manage the flow and timing of HGVs and the team has been looking at opportunities to conduct minor road improvements. From the Stage One consultation feedback there are a number of concerns regarding existing issues with the roads, and the team are currently in the process of looking in detail at that feedback working alongside Essex County Council to understand what the scoping of potential improvements could be and the improvements which are quick to implement.

Alongside the actual physical improvements to the road, we are looking at the environmental measures that can reduce the impact on local residents. It is a work in progress at this time but the team has received valuable feedback which will inform the proposals moving forward.

South Woodham Ferrers Town Council said that there were several mentions of South Woodham Ferrers in the road transport responses, and asked whether a South Woodham Ferrers By-pass has been considered?

BRB team response: Based on the consultation responses to Stage One, the team acknowledged that this is a key area, especially considering the housing allocation. A by-pass option was not consulted on in Stage One, however, the project is currently looking at the constraints and opportunities there. The team confirmed they will provide an update in the next round of consultation.

MDC Bradwell B Working Group asked about light pollution, stating that the Dengie is a special area with very little light pollution, requesting further information on what lighting is proposed?

The team confirmed that as part of the EIA process, Bradwell B will undertake a light assessment which will be assessing lighting and views from around the peninsula. This was something that was repeatedly raised during the exhibitions held earlier in the year and is a key point of consideration for the team.

Althorne Parish Council enquired about the opportunity to extend, improve and utilise the Rail line after some difficulties expressed by Network rail about a pinchpoint at Shenfield.

BRB team response: Bradwell B is still engaging with Network Rail and the train operators to fully understand what the contribution of rail could be to this project. It has been an ongoing discussion which was not at the stage of maturity that allowed the team to identify options in the Stage One consultation. Those discussions are ongoing and it is a complicated area, therefore the team wants to give time for that process to mature before indicating what those opportunities may be.

The team added they will be providing an update in further consultation, however, as reflected in the transport strategy objectives, Bradwell B is committed to at least half the construction materials being delivered by either marine and / or rail.

Althorne Parish Council asked how the transport hubs and park and ride sites would be surfaced? Can these return to their natural state afterwards?

BRB team response: The team confirmed that the park and ride and freight management facilities indicated in the Stage One consultation materials could be temporary; they are there for use during the construction period and therefore if required, they can be restored back to their former use. If there is feedback that there can be some legacy opportunities, the team is willing to have those discussions. At this moment in time, they are only temporary.

Additional Comments/ Statements

MP for Maldon - STATEMENT

Please let me know if there are any issues that come out of this with which I can help.

Chelmsford City Council - STATEMENT

Raised concerns regarding the road network, including Danbury and stated that the proposals are too road dominated; Chelmsford City Council shares the concerns raised by local residents. As a result, they do not feel that this is a viable solution until these concerns have been addressed.

Woodham Mortimer and Hazeleigh Parish Council - STATEMENT

Said that parish councils need to be consulted with more and asked how much money is going into mitigating the loss of environment. The representative also stated that the company should fully understand how proud the community is of our soldiers and men in the war, and that this is history that should not be forgotten.

BANNG – STATEMENT

Absence of any comments on climate change, radioactive waste or overall devastation of environment and community wellbeing.

Bradwell BAN - STATEMENT

Mentioned Boris Johnson's announcement that windfarms will be able to supply power for all the UK. In addition, the environmental impact is immense, and we won't be able to get the wildlife back.

BRB team response: The Bradwell B project team stated that nuclear power remains necessary, noting that the Prime Minister's statement referred only to the quantity of electricity needed by UK households and did not address baseload needs.

Bradwell BAN – STATEMENT

BAN stated that local residents do not see the benefits outweighing the negative impacts. The representative stated that there needed to be some tact when communicating with the community.

BRB team response: This being an infrastructure project with a significant construction, the team understand there is an impact to mitigate. Some of the local mitigations can include the community, and the team are very interested in meeting to discuss this further, including RAF Bradwell Bay and other local assets, to find a way forward and find creative solutions. The team understands that people's residences are more than just buildings and we are having conversations with those within and bordering the red line boundary through our land team. The team would like to have an open conversation with these people and to continue to engage with as much sensitivity as possible.

Item 5: Concluding remarks from the Chair

The Chair thanked everybody for their attendance and contributions, concluding the first Community Forum meeting (Agenda item 5).