

## Comwich Wharf Questions and Answers

Topic	Question	Answer
<b>General / Construction</b>	<b>1. What are EDF's plans for Comwich Wharf in the short term?</b>	<p>We have commenced operational deliveries of equipment Abnormal Indivisible Loads (AILs) to the wharf. We are able to do this, as many of the key facilities within the wharf are sufficiently complete to enable this work.</p> <p>We are planning to undertake additional changes to the existing Berth Bed and make improvements to how traffic is managed within the site by improving an existing track within the former Wessex Water Compound. We are seeking permission for these changes from Sedgemoor District Council and have submitted an application. If approved, the work is planned to take place in the autumn, from the end of September onwards, and would last approximately three months.</p> <p>Once this further work is complete, the operational deliveries of AILs to the Wharf will continue on a regular basis over the next few years until the Construction of HPC is concluded.</p>
<b>Berth Bed and Bypass Track Planning Application</b>	<b>2. What are HPC proposing for the Berth Bed and Bypass Track and why?</b>	<p>Hinkley Point C have submitted an application to Sedgemoor District Council through our Development Consent Order which seeks approval for works to raise the existing berth bed at Comwich Wharf and also to repair and allow the use of an existing rough track through the former Wessex Water compound.</p> <p>The existing Berth Bed is currently approximately 0.0m Above Ordinance Datum. When barges are sat on the existing berth, when the tide is out, the barge would be too low to lift or Roll Off Abnormal Invisible Loads (AILs) safely onto the Wharf, which is approximately 8m high. This means that there is a limited 1.5 hour window during which the tide is sufficiently high to enable us to offload the AILs being delivered. Raising the berth to 2.6m would enable barges to sit on the raised berth bed for longer periods, and for offloading to take place less intensively and more safely.</p> <p>Construction of the raised berth bed would consist of machinery working in the existing berth bed to place prefabricated concrete culverts, fill them with material and then place a concrete mattress to form the raised bed.. This work would take up to three months. We would need to undertake regular dredging to clear the berth bed of silt prior to placing the culverts. As we have already done during the main construction works at the wharf, we would need to work for 2 additional hours in the evening and on Saturday afternoons to allow us to work around the tide times and to complete the works in a timely manner. We will carefully manage noise to ensure that any disturbance to residents is minimised.</p> <p>After loads have been delivered and unloaded we are proposing to park the Abnormal Indivisible Loads (AILs) on the existing Private Access Road to the south of the boat club access so that we can transport them to HPC at convenient times (i.e., when the C182 is quiet). When particularly large loads are parked awaiting transport, we need a way of getting other HPC vehicles from the C182 and via the Access Road to the wharf, the provision of the bypass track will allow us to do that and avoid any HPC traffic using the Wharf Road via the village.</p>



Construction of the bypass track would involve improving the existing surface of the track with crushed rock and placing aluminium matting (shown in purple square hatching above) across a short section of the existing landscaping between the former Wessex Compound and the access road to the Combwich Motor and Sail Boat Club. We would also establish some additional fencing on the Private Access Road, to ensure that AILs and Self Propelled Modular Transporters (SPMT) could be securely stored there before being brought to site.

For smaller AIL deliveries to the Wharf, there is not a need to use the bypass track, as while parked the loads will not sufficiently wide to block the Private Access Road.

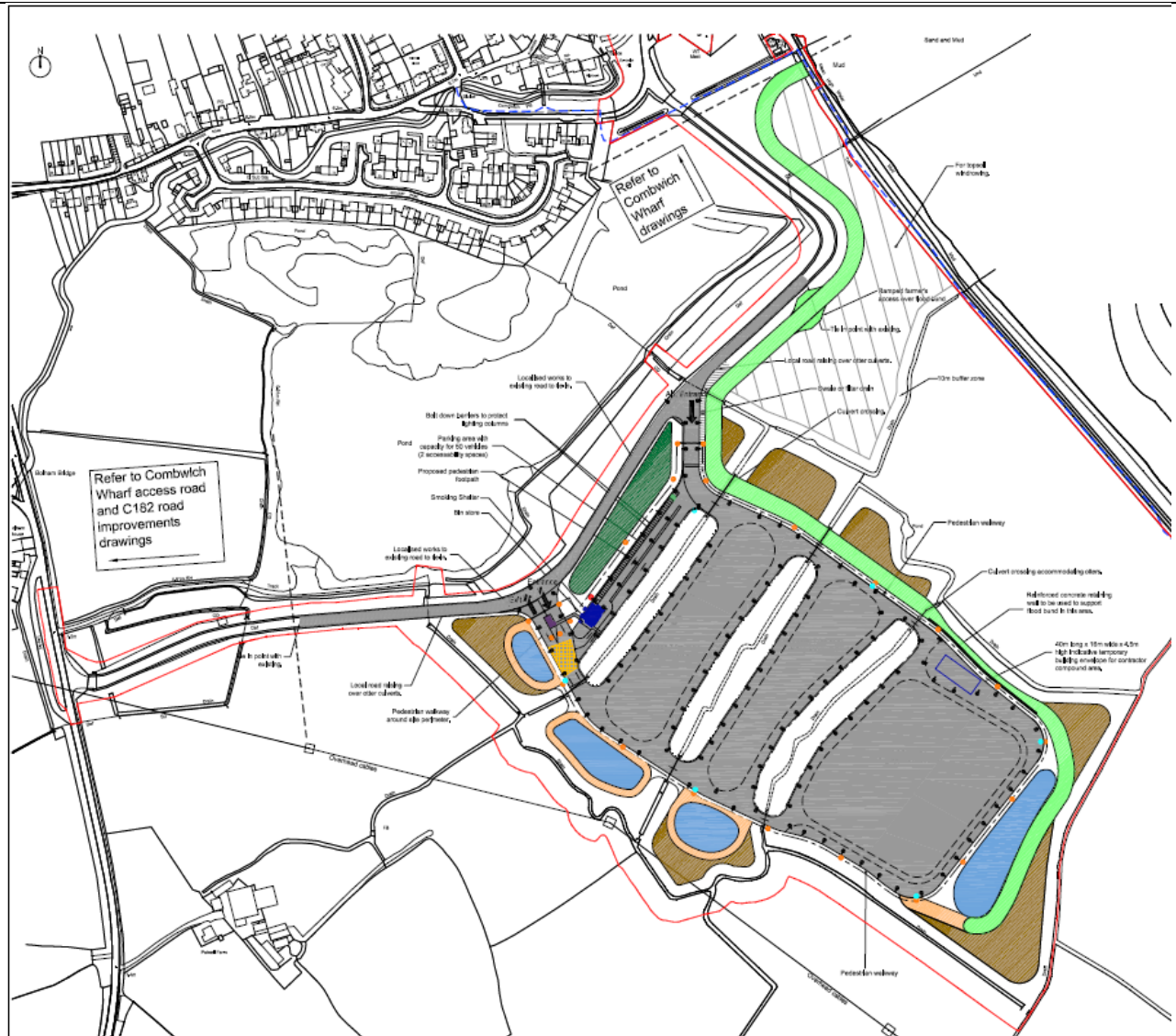
**3. What has changed to the berth bed from the original design?**

Within the original DCO approved design (shown in the computer generated image below), the existing Wharf would have been demolished and replaced with a much larger facility, with a new quay, slipway, and new, larger raised berth. During the detailed design and construction process, it was determined that the existing wharf was sufficiently robust that it could be refurbished within its smaller existing footprint. This change reduced the disturbance and other environmental effects associated within construction.

Computer generated images of the wharf when refurbishment is complete at low and high tide



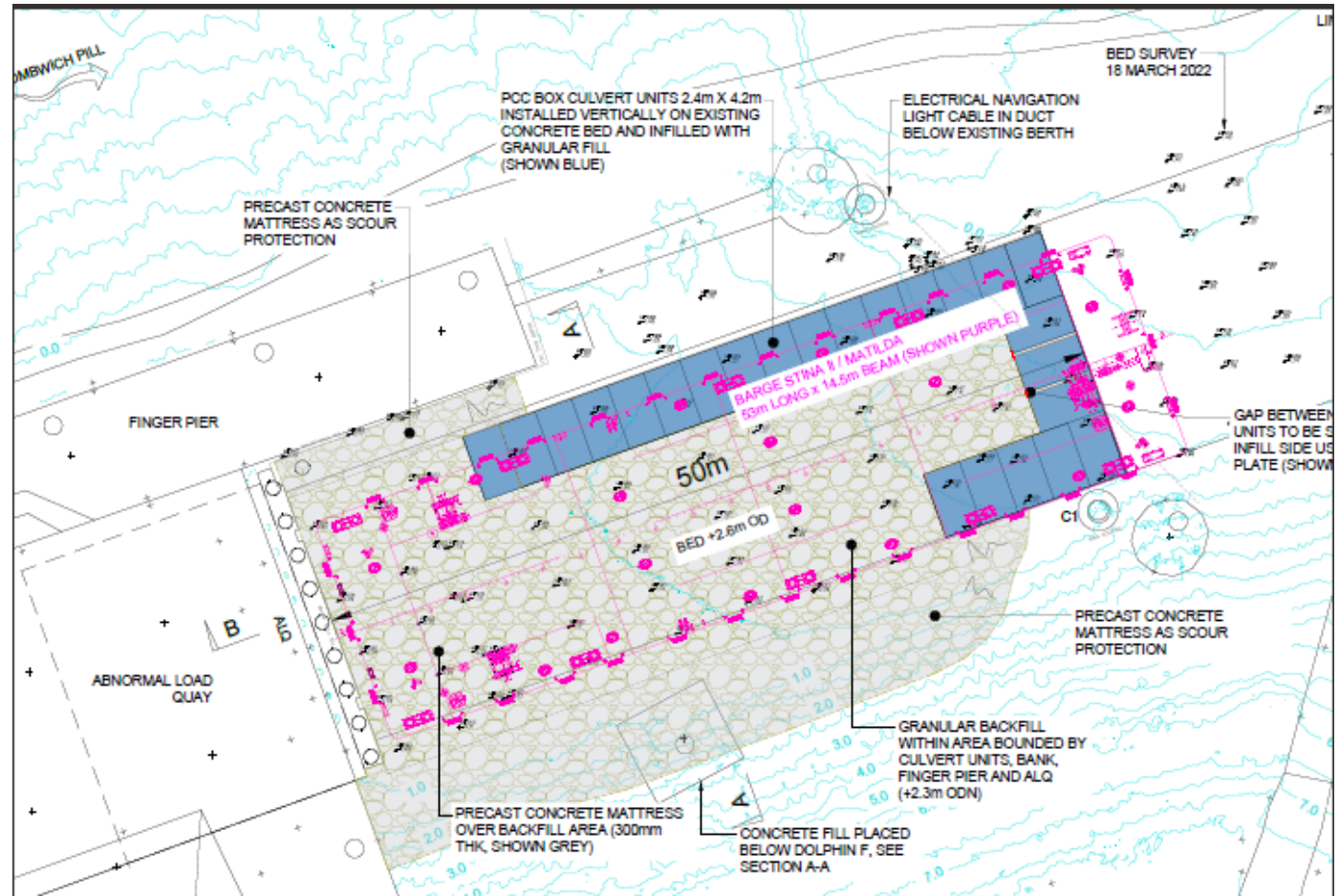
		<p>Within the original DCO approved design to replace the wharf, we would have established a raised Berth Bed of 2.3m Above Ordnance Datum. We are now proposing to raise the existing Berth Bed by 2.6m (i.e. 30cm higher), but within a smaller footprint than originally approved, and than the existing berth.</p> <p>Within the original DCO approved design for Comwich Wharf, the Scheme included an AIL Laydown Facility off the Private Access Road, in the fields between the Wharf and the C182 Road (shown on the Plan below). The Project subsequently found that it was more cost effective to store the AILs at Avonmouth and bring them to site via Comwich on a Just-In-Time basis. In this design, we would have established a flood bund to protect the Facility from flooding, including within the former Wessex Water compound (shown in light green on the plan below). Because we have not built the layout facility, the Project needs an alternative means for other vehicles to bypass large AILs when they are parking on and blocking the Private Access Road. Because the bund (shown in green) within the former Wessex Compound is not needed, we have the option of using this area for the bypass track, as proposed.</p>
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**4. How will the changes to the Berth Bed look?**

The berth bed itself would be raised from approximately 0.0 Above Ordnance Datum, to 2.6m Above Ordnance Datum. This level would be beneath the existing quay walls, so could not be seen from most perspectives in the village and would be 30cm higher than the originally approved design.

The existing river bank south of the berth will be coated in concrete up to 2m to stabilise the soft material (marine silt) above the Berth Bed, as shown on the image below. This will include encapsulating and retaining the existing Dolphin which is located south of the Berth Bed.



From the perspective of Combwich village, the Berth Bed is located behind, and therefore screened by the external walls of the existing Quay and finger pier. The affected banks could only be seen from the footpath, located north of the Pill (perspective shown in black on the aerial photo below). In addition, this is smaller scale than the additional quay wall which would have replaced this section of the bank within the original DCO approved design, which is shown in the computer generated images above (answer to question 3).



**5. Have we consulted the Parish and community regarding our proposals for the Berth Bed?**

The Project has an obligation, through the Development Consent Order to engage with the Parish Council and community. We attend regular Parish Council meetings and respond directly to individual queries from members of the public through our 24 hour freephone number and general enquiries email address. However, it is important to note that the Parish Council and residents are not named stakeholders for Sedgemoor to consult for applications for changes to the Project (HPC) which are proposed through the Development Consent Order.

Updates are also provided at the Community and Transport Forum meetings with all meeting presentations and information made available online for those who cannot attend.

**6. Would HPC use Wharf Road in the event the Private Access Road was blocked?**

No.

In the event the proposed Bypass Track were not approved we would consider alternative options to ensure we could access the wharf when AILs are parked awaiting delivery to HPC. Under no circumstances would Wharf Road be considered as an alternative route to address this issue.

	<p><b>7. Can the Council approve the Bypass Track and Berth Bed changes through the Development Consent Order?</b></p>	<p>Yes. There are two options for HPC to propose the Bypass Track through planning. Either through the submission of detailed for Sedgemoor District Council to approve via the Development Consent Order, or through a Town and Country Planning Act application which would also be made to Sedgemoor. The changes to the Berth Bed can be progressed through the Development Consent Order. Sedgemoor District Council are currently considering our application for both changes through the Development Consent Order.</p> <p>It has been suggested that the Requirements within the Development Consent Order do not provide the flexibility that the Project needs to make such an application. We have set out the rational for this within the Supporting Statement which we have submitted to Sedgemoor District Council.</p> <p>Sedgemoor District Council previously granted approval for refurbishment of the existing Wharf through the Development Consent Order. In our application we have demonstrated that the additional changes we are proposing are of a smaller scale than the previously approved changes. I.e., there is an established precedent for the Project and the Council working in this way.</p>
	<p><b>8. How will the Bypass Track affect residents?</b></p>	<p>HPC will only use the proposed bypass track if a particularly large Abnormal Indivisible Load is parked on and temporarily blocking the Private Access Road. We need the Bypass Track for other vehicles accessing the wharf only in these limited circumstances. For many AILs, these would not be sufficiently large to block the Private Access Road for other traffic, so the bypass track will not be needed.</p> <p>The section of the existing Private Access Road which would be fenced would not be lit and AILs and SPMTs would only be parked in this area for relatively short periods, so disturbance to residents should be minimal.</p> <p>The bypass track is located marginally further from Combwich than the access road, so using this for vehicles accessing the wharf would not result in any additional noise and lighting disturbance to residents.</p>
	<p><b>9. Will the public footpath which runs adjacent to the Parrett be affected by the proposed Bypass Track?</b></p>	<p>No.</p> <p>Following the main phase of construction of the wharf, the footpath has returned to its original route, running immediately south of the Wharf.</p> <p>The footpath will cross the proposed aluminium matting and the Bypass Track. We have already established gates either side of the footpath to ensure people don't cross the Bypass Track when it is in use.</p>
<p><b>Acoustic Fence</b></p>	<p><b>10. Has the acoustic fence height and location changed from what was originally proposed and why?</b></p>	<p>Yes.</p> <p>Within the original DCO approved design, the northern edge of the Quay would have been enclosed in a 1.8m tall palisade fence. Within the current arrangement, we have enclosed the northern edge of the quay with a 2m tall acoustic fence. This arrangement has been approved by Sedgemoor District Council. We extended the acoustic fence because our noise monitoring data from early wharf deliveries and our noise modelling indicated that this would reduce noise for dwellings north of the wharf by up to 10db.</p> <p>The fences within the site are not significantly higher than those which would have been included within the original DCO approved design, although the arrangement of the fences has changed, with the smaller refurbished Wharf which has been implemented.</p>



<b>Wharf Road</b>	<b>11. Does NNB Genco/ HPC's plan to use Wharf Road for deliveries from Combwich Wharf to HPC?</b>	<p>No.</p> <p>Other than in exceptional circumstances (such as an emergency) NNB Genco/ HPC will not use Wharf Road to access the wharf and will use our Private Access Road for all HPC traffic and deliveries.</p> <p>However, we lease land within our ownership to the Hinkley Point B laboratories and to the Combwich Boat Club. The Angling club, Wessex Water, the Environment Agency and the Crown Estate also have a right to access their land and move equipment via Wharf Road. .</p> <p>In simple terms following the completion of the construction at Combwich Wharf access arrangements are reverting to the status quo which is that we (HPC) will get to Combwich Wharf via the Private Access Road (which will be locked when the wharf is not in use) and vehicles associated with the lab, the boat club, the angling club will use Wharf Road.</p> <p>HPC and Otterhampton Parish Council are working to establish additional signage at the entrance to Wharf Road to clarify the requirement to route HPC Traffic via the Private Access Road.</p>
	<b>12. Is HPC obliged to maintain the surface of Wharf Road</b>	<p>Yes.</p> <p>Although the Otterhampton Parish Council own most of Wharf Road, the deeds for the rest of the Combwich Wharf site (which HPC/ NNB Genco own) oblige us (and not the Parish) to maintain much of Wharf Road and to keep the road in good repair, free from weeds, ruts and potholes which we will do. In addition to this obligation comes the right for EDF and its tenants to use it the road.</p> <p>We have recently assessed the surface and do not consider there to be any urgent requirement for maintenance work to it in the short term.</p>
	<b>13. Is HPC responsible for vegetation clearance and maintenance adjacent to Wharf Road?</b>	<p>No.</p> <p>We are aware that there is a maintenance issue with vegetation along wharf road.</p> <p>Vegetation clearance is the obligation responsibility of the Parish Council, as the landowner for Wharf Road. Otterhampton Parish Council is aware of this obligation and is intending to undertake a tree survey to assess the situation.</p>
	<b>14. Are there planning or land use restrictions on HPC's use of Wharf Road?</b>	<p>No.</p> <p>NNB Genco's tenants and other users of the Wharf, including the Environment Agency, Wessex Water, Western Power Distribution, Combwich Boat Club and Hinkley Point B Laboratories are permitted to use Wharf Road within the land ownership deeds for Combwich Wharf. Several of these users need unrestricted access to the Wharf via Wharf Road for safety and maintenance reasons.</p>

		<p>The Construction Traffic Management Plan for HPC's use of Comwich Wharf identifies that HPC should transport materials via the Private Access Road (i.e. not Wharf Road), but does not place a specific restriction on the use of Wharf Road (weight, width or otherwise). From a HPC perspective there will be extremely limited need to access the facility via Wharf Road and we will avoid its use as much as possible.</p> <p>We are aware that aA sign has been established erected on Wharf Road in the village at the entrance to Wharf Road. This identified a 3 tonne, 2.5metre width limit. However, this does not align with any current planning permission conditions or land obligations.</p> <p>There was a historic planning permission for the Wharf, which preceded the HPC Development Consent Order. The most recent amendment to the planning conditions of this historic planning permission placed a 3 tonne weight restriction on the use of Wharf Road. HPC have reviewed this, and this historic planning permission is considered to have lapsed by Sedgemoor District Council. has now lapsed. HPC's use of Comwich Wharf is consented through the Development Consent Order, which does not include such a requirement.</p> <p>To give some context, 3 tonnes is a laden Luton Van. Refuse collection vehicles which significantly exceed the 3 tonne weight limit have been using Wharf Road to access HPB Laboratory for many years (i.e. not in association with HPC). We have reviewed the state of the road and culvert, and there are no engineering or safety reasons why refuse collection vehicles cannot access the Laboratory using Wharf Road, as the road was originally designed for the construction of HPB and can safely accommodate these loads.</p> <p>HPC, HPB and the Parish Council are working to agree changes to the signage to clarify that HPC traffic should not be using Wharf Road.</p>
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