

# [Press release: Sewage effluent permit application for proposed Hinkley Point C](#)

The Environment Agency has received an application for a permit to discharge treated sewage effluent during construction of the proposed nuclear power station at Hinkley Point C near Bridgwater, Somerset.

The application has been made by NNB Generation Company (HPC) Limited, a subsidiary of EDF Energy.

The company already has a number of environmental permits issued by the Environment Agency to operate the proposed Hinkley Point C nuclear power station on the North Somerset coast near Bridgwater.

The application is for the discharge of up to 1,150 cubic metres of treated effluent a day from a sewage treatment plant serving the campus construction welfare facilities that include wash basins, toilets, showers, a kitchen and a canteen, during the early stages of the construction at Hinkley Point C.

Domestic sewage effluent will be treated via a new British Standard sewage treatment plant before being pumped to the Severn Estuary. In order to minimise the impact on the receiving environment, the applicant proposes that the effluent will be subjected to disinfection by ultra violet irradiation before being discharged.

The applicant is proposing to discharge the effluent via an existing submerged outlet location near the seaward end of the Hinkley Point C jetty (known as Outlet 12).

[People can view the permit application and submit comments online.](#)

Comments can be made by email to [psc-waterquality@environment-agency.gov.uk](mailto:psc-waterquality@environment-agency.gov.uk) or by post, quoting application number EPR/XP3321GD/A001, by 5pm on 5 September 2018, to:

P&SC – WQ Team, Quadrant 2

99 Parkway Avenue

Sheffield

S9 4WF

This information is also held in a register at:

The Environment Agency

Public Register

Rivers House

East Quay

Bridgwater

TA6 4YS

You can look at our register 9.30am to 4.30pm, Monday to Friday. Please phone the National Customer Contact Centre on 03708 506 506 to arrange an appointment. You may get a copy of documents on the register. We may charge to cover copying costs.

Normally we must put any responses we receive on the public register. Please tell us if you don't want your response to be public.

We must decide whether to grant or refuse the application. If we grant it, we must decide what conditions to include in the permit. [Our guidance explains what factors are relevant to our determination.](#)

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## [Press release: Construction starts on North East flood scheme](#)

Contractor Balfour Beatty is carrying out flood protection work across Monkton and Hebburn with work expected to be complete by the end of the year. It will protect around 100 homes and businesses from surface water flooding.

To minimise disruption, work that needs to take place close to local schools will be done during the school summer holidays, with construction in areas less affected by travel to and from school being completed in the autumn.

The main construction work follows a project in March this year to open up a section of the Bede Burn running underground – known as 'daylighting' – to the rear of Toner Avenue School. This was part of the 'Living Waterways' scheme to restore the burn and create a green space for the community to enjoy.

The Monkton Flood Alleviation Scheme is being delivered by South Tyneside Council and its partners at the Environment Agency and Tyne Rivers Trust.

### **Main engineering work**

Tom Pitman, Project Manager for the Environment Agency and South Tyneside

Council, said:

The work in the Spring to open up the Bede Burn and create a green space was really well received by the community and we're pleased it will be a great facility for them to use in the future.

We're now on to the main engineering work which will include improved drainage, swales to collect surface water run-off and an attenuation basin which is designed to collect water and slowly release it into the Bede Burn.

While there will inevitably be some disruption while we complete this work, we are working hard to keep it to a minimum. In particular the bulk of the work we need to do near to schools will be done during the school summer holidays.

### **'Delighted' construction is underway**

Councillor Nancy Maxwell, Lead Member for Area Management and Community Safety, added:

I'm delighted to see the construction phase of this project get underway. The work done earlier this year behind Toner Avenue School has created a wonderful open space, which the community will be able to enjoy once the main flood alleviation works have been completed. We would ask residents to bear with us during this short term disruption.

Once complete, around 100 properties are going to reap the benefits of this scheme, with not only reduced flood risk but enhancements to the local environment too.

The scheme involves managing surface water where problems have been identified around the Monkton Burn, Lukes Lane Estate and Leam Lane area, Mill Lane, Lilac Walk/College Road, Devon Road, Campbell Park Road/ Thirlmere Court and Mountbatten Avenue areas.

The project will have wider social and environmental benefits, encouraging local people and children to get involved in creating valuable new habitat.

The project is largely funded by the Environment Agency, as well as a contribution from the local levy – which is money raised by local authorities for flood projects.

Motorists and pedestrians are advised there will be some diversions. The latest information on the scheme – including details of timescales and the required traffic management – can be found at the [Monkton Flood Alleviation Scheme website](#)

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## [Press release: Report 11/2018: Near miss with a group of track workers at Egmonton level crossing](#)

PDF, 3.03MB, 41 pages

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### **Summary**

At around 11:22 hrs on 5 October 2017, a group of track workers narrowly avoided being struck by a train close to Egmonton level crossing, between Newark North Gate and Retford on the East Coast Main Line. A high speed passenger train was approaching the level crossing on the Down Main line at the maximum permitted line speed of 125 mph (201 km/h), when the driver saw a group of track workers in the distance. He sounded the train's warning horn, but saw no response from the group. A few seconds later the driver gave a series of short blasts on the train horn as it approached, and passed, the track workers.

The track workers became aware of the train about three seconds before it reached them. One of the group shouted a warning to three others who were between the running rails of the Down Main line. These three workers cleared the track about one second before the train passed them. During this time the driver had continued to sound the horn and made an emergency brake application before the train passed the point where the group had been working, thinking his train might strike one or more of them. The train subsequently came to a stand around 0.75 miles (1.2 km) after passing the site of work.

The immediate cause of the near miss was that the track workers did not move to a position of safety as the train approached. The group had been working under an unsafe and unofficial system of work, set up by the Person in Charge (PiC). Instead of adhering to the correct method of using the Train Operated Warning System (TOWS) by moving his team to, and remaining in, a position of

safety while TOWS was warning of an approaching train, the PiC used the audible warning as a cue for the lookout to start looking out for approaching trains in order to maximise the working time of the group on the track. This unsafe system of work broke down when both the lookout and the PiC became distracted and forgot about the TOWS warning them of the approaching train.

Although the PiC was qualified, experienced and was deemed competent by his employer, neither his training nor reassessments had instilled in him an adequate regard for safety and the importance of following the rules and procedures. Additionally, none of the team involved challenged the unsafe system of work that was in place at the time. Even though some were uncomfortable with it, they feared they might lose the work as contractors if they challenged the PiC.

## **Recommendations**

As a result of its investigation the RAIB has made three recommendations. These relate to:

- strengthening safety leadership behaviour on site and reducing the occurrences of potentially dangerous rule breaking by those responsible for setting up and maintaining safe systems of work
- mitigating the potentially adverse effect that client-contractor relationships can have on the integrity of the Worksafe procedure such that contractors' staff feel unable to challenge unsafe systems of work for fear of losing work
- clarifying to staff how the Train Operated Warning System (TOWS) should be used

The findings of this investigation have also reinforced the importance of railway staff understanding their safety briefings, and challenging any system of work that they believe to be unsafe.

## **Simon French, Chief Inspector of Rail Accidents said:**

When the person in charge of a team is both a strong personality and an employee of the client, it can be particularly hard for contract workers to challenge unsafe behaviour. In this investigation, RAIB found that the person in charge had adopted an unsafe method of working, in an attempt to undertake additional unplanned work. Both the person in charge and team members became distracted, and the result was that three of them found themselves jumping clear of a train travelling at 125 miles per hour with just one second to spare. This came so close to being a major tragedy.

We have seen this sort of unsafe behaviour before, where the wish to get the work done quickly overrides common sense and self-preservation. When we see narrowly avoided tragedies of this type it is almost always the result of the adoption of an unsafe method of work and the absence of a challenge from others in the group. We are therefore recommending that Network Rail looks again at how it



monitors and manages the safety leadership exercised by its staff, and how they interact with contractors. There have been too many near misses in recent years. It takes effective leadership and a positive safety culture to create a working environment in which everyone can be confident that safety will come first.

#### **Notes to editors**

1. The sole purpose of RAIB investigations is to prevent future accidents and incidents and improve railway safety. RAIB does not establish blame, liability or carry out prosecutions.
2. RAIB operates, as far as possible, in an open and transparent manner. While our investigations are completely independent of the railway industry, we do maintain close liaison with railway companies and if we discover matters that may affect the safety of the railway, we make sure that information about them is circulated to the right people as soon as possible, and certainly long before publication of our final report.
3. For media enquiries, please call 01932 440015.

**Newsdate: 9 August 2018**