Oldbury on Severn Parish Council

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Notes from the New Nuclear Build Committee's meeting with Rolls Royce SMR held at 10.00am on Friday 13th January 2023 at The Memorial Hall, Camp Road, Oldbury on Severn, BS35 1PR

Present: Chairman Cllr Keith Sullivan, Cllr Matthew Riddle, Dr Tony Acton, Tony England, Barry Turner (Oldbury on Severn Parish Council's NNB Committee)

Alastair Evans and James Bowyer (Rolls Royce SMR)

Gillian Ellis-King and Andy Cornelius (South Gloucestershire Council)

Cllr Chris Jennings (refreshments)

Clerk: Victoria Bailey

KS began the meeting by welcoming AE, JB, GEK and AC to Oldbury on Severn. KS invited AE and JB to introduce themselves and provide a presentation on Rolls Royce SMR.

AE introduced himself and JB. AE and JB have worked together on other projects and are used to having a site and tailoring activities to the needs of the community. They see the land in Oldbury as suitable for new nuclear; as it is NDA land it has the potential to be used for SMR's. Oldbury provides the ideal topology for the siting of an SMR with easy access routes.

AE explained the Rolls Royce SMR video, which was shared on the screen in the hall. AE felt Oldbury could easily host 4 SMR's and Berkeley could potentially host 4-6. SMR's would take around 4 years to be built, undercover. Round 500 people would be employed for the build and 200 permanent jobs would be created once the build was complete.

AE talked through the slideshow and raised the following points:

- The Rolls Royce project has other main stakeholders: Constellation, BNF and Qatar Investment Fund and the British Government (Department for Business, Energy and Industrial Strategy
- They aim to build a scalable product with four units being produced per year and keep it road transportable (using standard low loaders with minimal road closures)
- Maximum output of an SMR would be 470 which could power one million homes

JB then talked through his part of the slideshow raising the following points:

- A factory would need to be developed and the SMR's would be built in a timely manner
- Logistics centre would be set up within 100 mile radius of the SMR site
- Testing and commissioning would be completed off site and then brought to site once ready

- The SMR's will use cooling islands rather than towers; will need two cooling units around 20-30 metres high each
- SMR's use 15% of water compared to a normal power station so are less impactful environmentally

Alastair then added a few more points alongside the slides:

- There are currently 700 funders for this project but no site
- They have been affected by the recent changes in government

KS thanked AE and JB and invited questions.

Questions:

AA: What are the financial plans for this project?

AE: The total capital cost is £2.2 billion. Equity will follow but not lead; the government could potentially buy one SMR. The EU see nuclear as green energy; this could sit in a green portfolio and the type of investors are changing.

AA: How much has the Qatari Investment Fund contributed?

AE: £85 million towards a £500 million project. Rolls Royce SMR would like to retain a 75% stake.

MR: How do you plan community engagement?

AE: We plan to present at the SSG. Will look forward to engaging with the community once a site is agreed upon.

GEK: The STEP/ Fusion project consulted with less information than Rolls Royce SMR's currently have; local interest in the site is huge.

JB: We want to manage expectations. AE: This gives us food for thought and we can begin planning how to engage with the community.

TE: What can you tell us about the planning process?

AE: When we worked with Boris's government Boris was very keen to get this moving; changes in administration have delayed things. A lot of time has been spent in the levelling up department. Planning in the UK is a more challenging process than in some other countries.

GEK: The DCO process ran away with itself and the government are reviewing this. If developers engaged at an early stage then signed agreements could speed up processes.

CJ: How can Oldbury become the number one choice for the siting of an SMR?

AE: Site ownership is definitely less challenging at Oldbury compared to some other possible sites. Oldbury also offers less of a challenge when it comes to civil engineering. Technically and location/ transport wise Oldbury is a fantastic choice. Seeing how warmly welcomed STEP/Fusion was certainly is encouraging.

KS: Could you tell us any thoughts or plans for coastal defences against flooding? There is bank raising from Avonmouth to Aust. We would like to see bank raising here in Oldbury.

JB: We would enhance and upgrade flood defences along the coastline.

MR: The approach road to the power station would need to be protected from flooding; this is an issue which needs to be looked at closely.

BT: Flooding and the water supply, used for cooling, were big issues in the early stages of the Horizon project. The environmental impact needs to be considered.

MR: When the tide was out and the sand warmed up the cooling water became too warm.

JB: The SMR's will only use 15% of the water the power station did and the water used for the SMR's will be recycled through the site.

KS: What benefit would hosting the Rolls Royce SMR's bring to the area?

AE: We were so impressed with the college at Berkeley. Many training and job opportunities would open up by having the SMR's here. We'd look to work with the college and train multiskilled technicians. We have the generic design complete; this would be the first ever UK SMR. Seismic baring of Oldbury is very good. There is a tried and tested procurement process for the SMR's. The refuelling process is not disruptive to the area as it involves changing rods.

KS thanked AE and JB for their time and they agreed to keep the NNB (through VB) informed with their progress on brining Rolls Royce SMR's to Oldbury.

Meeting closed at 12.00pm