**FILE NOTE**

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Project Hull 2017, ‘Zephyr’/Nayan Kulkarni

Meeting 9th June 2016

Location Siemens, Green Port Hull, Queen Alexandra Docks, Hull

Purpose Progress Meeting

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Present Chris Clay, Hull 2017 CC

 Andrew Knight, Hull 2017 AK

Liz Draper, Hull 2017 LD

Mike Milledge, Siemens MM

 Dave Smith, ALE DS

Nayan Kulkarni, NK Projects NK

Richard Bickers, ARUP RB

Javed Hussain, ARUP JH

Circulation Finbarr Dowling, Siemens

 Darren Adams, ALE

 Rick Lee, ARUP RL

 Hazel Colquhoun, Hull 2017

 Sam Hunt, Hull 2017

 Hannah Williams Walton (Hull 2017)

Siemens’s presented the initial findings of the route survey report (prepared by ALE). The report considers a number of routes to be feasible and suggests Route D to be the most feasible. Route D minimises impact on Highway England’s network and therefore likely to require less street furniture alteration. ALE’s approach is to get as close as possible to the preferred location and then crane the blade into place.

All agreed that Route D is currently the preferred route and should be investigated further by Siemens/ALE.

**Action: MM/DS to investigate Route D further and report findings of detailed route survey including swept path analysis, permit/approval requirements and affected street furniture.**

Queen Victoria Square is currently the preferred location for the installation of the blade. Carr Lane was discussed as an alternative location. However it was felt that an installation there would not provide the same level of impact, could require buses to be diverted and would have a more immediate effect on retailers located on Carr Lane.

**Note: Queen Victoria Square is currently the preferred location for the installation of the blade and Route D is the currently the preferred route for delivery/removal of the blade.**

The potential for the delivery of the blade to coincide with other activities was discussed. CC confirmed that the Christmas tree is to be displayed in Queens Gardens this year and no other events are planned at Queen Victoria Square.

CC also confirmed that he was not aware of any events or constraints along the preferred route that would impact on the delivery of the blade.

It was agreed that the movement of the blade should not be publicly announced or promoted in advance, other than as required to secure consent, as this would incurr additional costs to provide additional public safety measures.

NK’s layout Option 2 is currently considered to be the preferred display arrangement. NK and Arup are to consider this further, including discussions with Siemens during the Aalborg factory visit. Arup (RL) to investigate potential support arrangements.

The installation arrangement cannot block movements of emergency vehicles travelling between Carr Lane and King Edward Street. Swept path analysis of the preferred display position is to be undertaken to demonstrate that emergency vehicles will be able to satisfactorily maneuver around the blade.

Arup to also consider the impact of the blade installation on the proposed public realm apparatus/furniture.

**Action: NK and RL to investigate feasible display position and support arrangements.**

**Action: JH to undertake Swept Path Analysis of emergency vehicles in Queen Victoria Square (following blade installation).**

**Action: JH to identify public realm apparatus/furniture impacted by blade installation.**

Siemens to consider the use of the blade following removal from site. Potential to display the blade at the new factory using the same supports (in which case the supports would need to be designed as a permanent structure).

Information requests and liaison outside the current team should be avoided at this stage. Please speak to CC in the first instance.

Siemens have confirmed that a B75 wind turbine blade is being offered to Hull 2017. There is now the possibility that the blade could be one of the first to be manufactured in Hull, this will be confirmed in the next 3 to 4 weeks.

Other items to note:

* 90 days required to obtain approval for transport permits.
* 28 day permit for Planning (temporary) followed by a Planning application submission is currently the preferred approach.
* ALE to consider removal of the blade towards the end of March 2017 (Sunday 2nd April 2017).
* Blade insurance valued at £350,000.
* Hull 2017 have their own insurance to cover the installation (including public liability and employer’s insurance).

Arup suggested a ‘Risk workshop’ at the next meeting to identify potential risks – all parties to participate. This is to follow immediately after the next progress meeting.

**Action: All to consider potential risks for capture in the Risk Register.**

The programme for the feasibility study was discussed. Arup to circulate latest copy of the programme.

**Action: JH to circulate copy of Programme.**

The next meeting (and Risk workshop) is scheduled for Thursday 23rd June 2016 at 9:00am (the venue for the meeting is to be confirmed). By this time, Route D will have been investigated further and a concept support structure for the installation will be available.

The following meeting is scheduled for Thursday 7th July 2016 at 09:00am (the venue for the meeting is to be confirmed). The Risk Register will be reviewed at this meeting and added to/amended as required.

**Action: AK to confirm meeting details (including venue) for meeting on Thursday 23rd June 2016.**