

WORMINGTON PARISH MEETING

Meeting with National Gas - Wormington Compressor Project

Draft Meeting Notes

Monday 21 September 2026
St Katharine's Church, Wormington
Meeting commenced: 7.00 pm

Present

Wormington Parish Meeting

- Neil Piercy - Chairman
- Simon Browning - Clerk
- Cllr Cheryl Agg
- Approximately 60 residents

National Gas / Project Team

- Huw Riley - National Gas
- Tom Worley - United Infrastructure
- Manish Pitroloa - National Gas Pipeline
- Rachael Barker
- Sophia Phillips

1. Opening and purpose of the meeting

The Chairman welcomed everyone and thanked residents and the National Gas project team for attending. He stressed that WPM wanted the meeting to be constructive and collaborative.

There had been a significant change in the proposed construction access arrangements, placing almost the entire burden of construction traffic onto the village for the next 3 to 4 years.

WPM recognises that National Gas has an important project to deliver and that the surrounding rural road network has genuine physical constraints. The Chairman also acknowledged the strength of feeling within the village and said that residents must have a proper opportunity to express their concerns.

The principal concern is the proposal for construction traffic to pass through Wormington for more than three years, together with the proposed one-way traffic system.

WPM position

WPM considers the proposed construction route through the village to be unacceptable in its present form.

The absence of an easy alternative does not, in itself, make routing this level of construction traffic through Wormington acceptable.

The concerns go beyond inconvenience. They include:

- limited or absent footpaths;
- residential properties immediately adjoining the highway;
- pedestrian safety;
- children and older residents;
- cyclists and horse riders;
- existing local and agricultural traffic;

- local businesses; and
- the cumulative effect of more than three years of construction activity.

WPM believes National Gas should reconsider the strategy and develop alternative arrangements which substantially reduce construction traffic through Wormington.

2. Construction traffic volumes

National Gas was asked to explain the anticipated number and type of vehicles using the proposed route through Wormington.

HR explained that Light Vehicles ("LVs") were vehicles below 7.5 tonnes, while HGV movements would include vehicles such as tippers and concrete vehicles.

Figures presented at the meeting included:

- 315 LV movements during the day;
- 652 LV movements per day during peak periods;
- 56 HGV per day during peak periods and 8.7 HGV per normal periods.
- WIRP figures – 60 LV movement per day during peak periods and 22HGV (project only 6 months).

Subsequent clarification/action: GCC Highways has advised that its understanding of an LV is a vehicle of 3.5 tonnes or less, whereas Huw Riley stated at the meeting that LVs were vehicles below 7.5 tonnes. National Gas/WSP should confirm which definition has been used in the submitted traffic data and in the figures presented to residents.

Action: NG/WPS to recalculate the traffic movements according to LV being 3.5 tonnes or less.

Residents asked what additional exhaust emissions and air-quality impacts would result from the proposed traffic.

UI advised that it would work with subcontractors and that most vehicles would have tracking equipment.

Cllr Agg referred to experience in Winchcombe where HGV drivers following satellite navigation systems had entered unsuitable narrow streets.

3. Proposed one-way system

There was considerable concern about the proposed one-way traffic system.

Residents understood that under the current proposal traffic would not be permitted to travel westwards along Meadow Lane beneath the railway bridge for more than three years, including at weekends and during the night.

Residents questioned the effect this would have upon:

- people living in Wormington;
- local businesses;
- farms;
- equine businesses;
- deliveries;
- other commercial traffic; and
- the general travelling public.

Questions were also raised about how the restriction would be monitored and enforced and whether businesses adversely affected by the arrangements would have any entitlement to compensation.

Action: WSP should assess and report on the wider impact of the proposed one-way restriction upon Wormington residents, businesses and existing road users.

4. HGV movements through Wormington

Residents asked a fundamental practical question: How will two HGVs pass one another in Main Street, Wormington?

It was noted that construction traffic would not be the only HGV traffic using the local roads.

Existing traffic includes vehicles associated with farms and businesses in and around the village, including SMS, Highgate, Cotswold Gold, the solar farm and other businesses.

Concern was also raised about the B4078 and the apparent lack of suitable passing places.

Action: The interaction between National Gas construction traffic and existing HGV/commercial traffic requires further investigation.

5. Railway bridge and the possibility of retaining two-way traffic

A significant part of the discussion concerned the railway bridge and the proposed restriction on westbound traffic along Meadow Lane.

PD asked why Gloucestershire Highways had not supported a traffic-light-controlled arrangement beneath the railway bridge.

Residents suggested that retaining controlled two-way traffic beneath the bridge could alleviate some of the pressure created by routing traffic through Wormington.

It was noted that this route had been used when the original gas station was constructed.

Possible alternatives raised included:

- traffic lights;
- a stop/go arrangement;
- reviewing the available space on either side of the bridge;
- creating an HGV holding area;
- staggering HGV arrival times; and
- other traffic-management measures which would allow controlled two-way use.

Action: WPM/NG to ask Gloucestershire Highways to explain precisely why a traffic-light-controlled arrangement beneath the railway bridge was not supported and whether the issues identified could be overcome through a revised design or traffic-management arrangement.

6. River Isbourne bridge

A question was raised about the weight restriction/capacity of the Grade II listed bridge carrying Main Street over the River Isbourne.

There is currently conflicting information within the community about the bridge's permitted or assessed capacity.

WPM to obtain authoritative clarification from Gloucestershire County Council regarding:

- the assessed structural capacity of the bridge;
- whether a statutory weight restriction applies;
- the source and status of the reported 180-tonne figure;
- the date of the latest structural assessment/inspection; and
- whether the proposed National Gas construction and abnormal-load vehicles have been assessed against the bridge's capacity, particularly on the accumulated effect.

Subsequent information received from GCC Highways has referred to a 40-tonne figure. WPM will retain the action to obtain authoritative clarification of the bridge's assessed structural capacity, whether any statutory weight restriction

applies, and the source and status of the 40-tonne and previously reported 180-tonne figures.

7. Physical testing of the proposed HGV route

MR questioned whether the Transport Plan adequately reflects the practical realities of using the route through a small rural village.

Residents noted that much of the assessment appears to rely upon modelling and swept-path analysis.

It was pointed out that HGVs already negotiate parts of the route and residents questioned why WSP had not physically driven the proposed route using an appropriately sized vehicle.

Action: National Gas/WSP should consider undertaking a practical route trial using a vehicle representative of the larger construction HGVs expected to use the route.

Such a trial could help demonstrate what happens in real conditions when vehicles encounter parked cars, pedestrians, cyclists, horses and other vehicles.

8. Verges, utilities and pedestrian safety

HP raised concerns about proposals to alter or remove highway verges to enable HGVs to negotiate bends.

It was stated that some affected land may be privately owned.

Residents also noted the presence of telecommunications cables and other utilities within the verges.

A further concern was that verges currently provide space which pedestrians can use when vehicles pass.

Residents therefore questioned where pedestrians would be expected to go when an HGV passes if these areas are removed or reduced.

Action: Clarification is required regarding land ownership, utilities and pedestrian provision wherever highway verges are proposed to be altered.

9. Grass triangle and historic sign

There was considerable resistance to proposals affecting the grass triangle within the village.

Residents raised the question of whether the triangle is registered or otherwise protected as Common Land and noted that it contains an historic direction sign. Its legal status should be confirmed before any works affecting it are undertaken.

Several residents also considered that the triangle performs an important traffic-calming function by slowing vehicles approaching and negotiating the bend.

Concern was expressed that removing or reducing it could make the bend easier to negotiate at higher speeds.

Action: The implications of altering the grass triangle should be reconsidered, including ownership/status, heritage, pedestrian safety and its existing traffic-calming function.

National Gas commitment recorded at the meeting: Huw Riley confirmed that verges and the grass triangle temporarily altered as part of the construction traffic arrangements would be fully reinstated following completion of the works.

10. Pedestrians and vulnerable road users

GC explained that she is disabled and regularly enjoys walking along Main Street.

She was concerned that the proposed increase in traffic could restrict her ability to walk safely through the village, affecting both her independence and wellbeing.

More generally, residents raised concerns about the interaction between construction traffic and:

- pedestrians;
- children;
- older residents;
- people with disabilities;
- cyclists; and
- horse riders.

These concerns are particularly significant because substantial sections of the village have no continuous footway.

11. Horses and equine businesses

SB asked how horses and riders would be treated under the proposed one-way system.

It was noted that there are equine businesses in the area which could be affected by the proposed restrictions.

Action: National Gas/WSP to clarify how horses, riders and equine businesses would operate under the proposed traffic-management arrangements.

12. Reducing the number of vehicle movements

Residents suggested that National Gas should consider measures which reduce the number of vehicles travelling through Wormington rather than concentrating solely on managing those movements.

Suggestions included:

- transporting construction workers to site by bus or minibus;
- providing suitable staff transport from an off-site parking area;
- considering temporary accommodation/caravans on or close to the site where appropriate; and
- coordinating deliveries to reduce unnecessary movements.

Action: National Gas/UI to investigate opportunities to reduce total construction vehicle movements through Wormington.

13. Buildings, screening and landscaping

Residents asked whether the proposed buildings could be reduced further in scale.

Concern was also expressed about the length of time it would take for proposed landscaping to provide effective screening.

Residents requested consideration of mature or semi-mature planting so that screening could become effective earlier.

It was also suggested that the colour and external treatment of the new buildings should complement the existing compressor station buildings and surrounding landscape.

Action: National Gas to consider working with the relevant local landowners to establish whether additional planting on adjacent farmland could enhance screening of the development. This was raised as an option for consideration rather than an agreed commitment to undertake the planting.

14. Visual impact from Wormington

Visualisations of the proposed development were presented.

Residents noted that there appeared to be no equivalent visualisations demonstrating the development as it would be seen from within Wormington village.

Action: National Gas should provide representative visualisations from appropriate viewpoints within Wormington village.

15. Biodiversity Net Gain

Information presented at the meeting indicated a proposed 10% Biodiversity Net Gain, including approximately:

- 47% increase in hedgerow habitat; and
- 173% increase in watercourse habitat, including a new ditch.

16. Lighting

CB expressed concern about potential light pollution because his property looks directly towards the compressor station.

Action: Further information should be provided on operational and construction lighting and the measures proposed to minimise light spill towards Wormington.

17. Earlier consideration of alternative options

MR explained that his professional background included the development of energy projects.

He questioned whether the current construction-access difficulties indicated that alternatives had not been sufficiently considered earlier in the project development process.

He referred to the project's history dating back to approximately 2019 and questioned the earlier screening and option-selection process.

He suggested that deficiencies in that process could potentially result in legal challenge.

This was a point raised by an individual resident and was not presented as a conclusion of WPM.

18. Community liaison and continuity

Residents were concerned that personnel working on a project lasting several years may change.

There was concern that knowledge of local issues and commitments made to residents could be lost when personnel change.

It was therefore proposed that a small liaison group should be established involving National Gas/UI and representatives of the local community.

The group could address matters including:

- construction traffic;
- abnormal loads;
- complaints and incidents;
- compliance with agreed routes;
- upcoming disruptive works;
- changes to construction arrangements; and
- other community concerns.

Action: Establish a National Gas/Wormington Community Liaison Group before the main construction phase commences. Agreed meeting with NG in a month. Emergency contact details and number in case incidents or urgent actions are required during the project.

It was also suggested that commitments and agreed actions should be recorded in writing so that they continue to apply if project personnel change.

19. Key actions arising

- 1. Construction traffic strategy** - National Gas to reconsider opportunities to substantially reduce construction traffic through Wormington.
- 2. One-way system** - Assess the impact on residents, farms, businesses, equine activity and existing road users.
- 3. Railway bridge** - Gloucestershire Highways to explain why traffic lights/control were not supported and whether an alternative controlled two-way arrangement could be developed.
- 4. River Isbourne bridge** - Obtain authoritative confirmation of its structural capacity/weight restriction and the source of the reported 180-tonne figure.
- 5. Practical HGV route trial** - Ask National Gas/WSP to consider physically testing the route using an appropriately sized vehicle.
- 6. B4078/passing arrangements** - Investigate interaction between construction HGVs and existing traffic.
- 7. Verges and grass triangle** - **Clarify ownership/status, utilities, pedestrian implications and traffic-calming effects before alterations are undertaken; record National Gas's commitment that temporarily altered verges and the grass triangle would be fully reinstated.**
- 8. Pedestrian and vulnerable-user safety** - Further assessment required, particularly where there are no footways.
- 9. Horses/equine businesses** - Clarify how the proposed traffic restrictions would operate.
- 10. Reduce vehicle numbers** - Investigate buses/minibuses, worker transport, accommodation and delivery coordination.
- 11. Wormington visualisations** - Provide representative views of the development from within the village.
13. Additional screening - National Gas to consider working with relevant local landowners on additional planting on adjacent farmland to enhance screening.
- 14. Lighting** - **Provide further information on light spill and mitigation.**
- 15. Community liaison group** - **Establish a small National Gas/UI/Wormington liaison group with written records of commitments and actions.**

20. Close

The Chairman thanked National Gas, United Infrastructure, Cllr Agg and residents for attending and contributing to the discussion.

Meeting closed at 8.55 pm.