Building better energy together

WELCOME
Nuclear New Build

SIZEWELL C COMMUNITY FORUM
Overview of Stage 2 Consultation Feedback
Agenda

• Chairs introduction
• Minutes of the last forum
• Project overview
• Stage 2 Consultation overview
  - Proposals and activity
• Feedback to Stage 2 Consultation
  - Main development site
  - Transport
  - Socio-economics
  - Accommodation
• Next steps
• Questions and answers
• Next meeting
PROJECT OVERVIEW
Project Overview: Project Process

- Statement of Community Consultation
- Updated Statement of Community Consultation
- Stage 3 Consultation
- Application Submission
- Decision
- Construction
- Operation

- Stage 1 Consultation
- Stage 2 Consultation

- Completed
- Current Status
- Future Plans
Project Overview: 2017 Priorities

• Completion and analysis of Stage 2 Consultation
• Refinement of the Business Case to be the next affordable nuclear generation project in the UK
• Understanding lessons learnt from the Hinkley Point C Project, including approach to consultation
STAGE 2 OVERVIEW
Stage 2 Overview: Consultation Activity

- Over 70 public exhibitions, meetings and presentations
- 1,059 responses received (1,298 at Stage 1)
- All statutory and non-statutory responses have been analysed and grouped by theme - a qualitative process focussing on the issues raised
- All substantive responses are informing initial views on further technical and environmental assessments and engineering studies
Stage 2 Overview: Proposals – Park and Ride

Indicative layout of Darsham park and ride
Stage 2 Overview: Proposals – Park and Ride

Key:
- Site Boundary
- Security Fence
- Access Road
- Pedestrian Walkway/Zone
- Parking (bus/car/motorcycle)
- Postal Consolidation/
  Amenity Buildings
- Shelters (bus/cycle)
- Surface Water Attenuation
- Grassed Spoil Bunds
- Proposed / Existing Planting
- Grassed Areas
- Existing Public Right of Way
  (retained)
- Traffic Incident Management
  Area

Indicative layout of Wickham Market park and ride
Stage 2 Overview: Proposals – Rail
Stage 2 Overview: Proposals – Rail

Option 2

Key
- Site Boundary
- Existing Public Right of Way (retained)
- HGV route along Lover’s Lane
- Proposed Diverted Public Right of Way
- Existing Rail Route
- New Rail Route

- Compound
- Area 1: Caravan Area
- Area 2: HGV Transhipment Area
- Area 3: Temporary Holding Area

- Bulk Material Area
- Topsoil Stockpile
- Water Management Zone
- Emergency Response Building
Stage 2 Overview: Proposals - A12 Farnham

Option 2

Key
- Site Boundary
- Access Road
- Pedestrian Walkway/Zone
- Temporary Contractor Compound
Stage 2 Overview: Proposals - A12 Farnham
Stage 2 Overview: Proposals - A12 Farnham
Stage 2 Overview: Proposals - A12 Farnham
Stage 2 Overview: Proposals - A12 B1122

Yoxford roundabout indicative plan
Stage 2 Overview: Proposals - A12 B1122

Option 2

Signalised junction indicative plan
Stage 2 Overview: Proposals - Accommodation
Stage 2 Overview: Proposals - Accommodation

Option 2(i)

Campus buildings east of Eastbridge Road, with sports facilities west of Eastbridge Road

Key
- Site Boundary
- Security fence
- 5 Storey Buildings
- 4 Storey Buildings
- 3 Storey Buildings
- Administration Building
- Utilities Plant Area
- Car Parking
- Existing Vegetation
- Landscape Bund
- Screen Planting
- Tree and Shrub Planting
- Grassed Areas
Stage 2 Overview: Proposals - Accommodation

Option 2(ii)

East of Eastbridge Road only, with sports facilities remotely located (at a site to be identified)
FEEDBACK TO STAGE 2 CONSULTATION
Stage 2 Overview: Scope of Consultation

- Our overall proposals for Sizewell C power station, whether presented as options or preferred proposals
- The associated development needed to support the construction and operation of the power station
- The potential effects of the Project, both positive and negative – and proposed mitigation measures where necessary
Stage 2 Feedback: Overall Headlines

The key matters commented on included:

• Community impacts and benefits
• Environmental impacts
• Finances and business case
• Location
• Nuclear energy, design and safety
• Size of project and site
• Tourism
• Transport and traffic
## Stage 2 Feedback: Main Development Site Construction

### Key Themes

<table>
<thead>
<tr>
<th>Theme</th>
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</thead>
<tbody>
<tr>
<td>Effects on the environment</td>
</tr>
<tr>
<td>Effects on the community</td>
</tr>
<tr>
<td>Effects on existing infrastructure, especially the road network</td>
</tr>
<tr>
<td>Use of the foreshore</td>
</tr>
<tr>
<td>Effects on public rights of way</td>
</tr>
<tr>
<td>Effects of lighting</td>
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</tbody>
</table>
Main Development Site - Jetty

Option 1 – Wide jetty

- Reduced community impact
- Impact on environment & ecology
- Impact on coastal processes
- Reduced impact on traffic & congestion
- Reduce need for borrow pits
- Reduces road traffic
- Reduces rail traffic
- Cost effective
- Most efficient
- Bigger & can handle more loads

Practicality
Main Development Site - Jetty

Option 2 – Narrow jetty (temporary)

- Cost saving
- Impact on environment & ecology
- Landscape & visual impact
- Safety
- Impact on coastal processes
Main Development Site - Jetty
Main Development Site - Crossing SSSI Land

Option 1 – Causeway over culvert

- Less construction
- Better in the long run
- Landscape & visual impacts
- Flood risk
- Uses more land

Impact on environment & SSSI
Main Development Site - Crossing SSSI Land

Option 2 – Single span bridges

- Cost effective
- Better in the long run
- Better for hydrology
- Uses less land
- Environment
- More construction
- Landscape & visual
Main Development Site - Crossing SSSI Land

Option 3 – Three span bridges

- Flood risk & hydrology
- Amount of construction
- Environment
- Use the least amount of land
- Landscape & visual impacts
Main Development Site - Crossing SSSI Land

Option 4 – Causeway over culvert with adjacent short term bridge

Better in the long run

Negative impacts on local ecology & the SSSI

Flood risk
Main Development Site - Borrowpits

Option 1 – Field 1 and field 2

- Practicality
  - Proximity to services
  - Away from site

- Environment
  - Less land take
  - Impact on environment

- Impact on local communities

- Traffic
Main Development Site - Borrowpits

Option 2 – Field 2 and field 3

Community impact
- Less impact as it is away from the road
- Negative impact on communities

Environment
- Noise & vibration
- Air quality
- Landscape & visual impact

Negative impact on communities
Main Development Site - Borrowpits

Option 3 – Field 3 and field 4

- Closer to site & minimises transport
- Impact on local communities
  - Adjacent to the stock pile area
  - Away from the road
  - Away from people
- Visual impact
- Environment
  - Impact on ecology and water

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### Key Themes

<table>
<thead>
<tr>
<th>Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effects on the environment, especially on the AONB landscape and local wildlife</td>
</tr>
<tr>
<td>Effects on the community, including air quality</td>
</tr>
<tr>
<td>The overall design of the power station</td>
</tr>
<tr>
<td>Effects of lighting</td>
</tr>
<tr>
<td>Effects upon coastal erosion</td>
</tr>
</tbody>
</table>
# Stage 2 Feedback: Transport Strategy

## Key Themes

<table>
<thead>
<tr>
<th>Theme</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage the use of marine and rail infrastructure</td>
<td></td>
</tr>
<tr>
<td>Routing of traffic across the highway network and volume</td>
<td></td>
</tr>
<tr>
<td>Ability of the highway network to accommodate construction traffic</td>
<td></td>
</tr>
</tbody>
</table>
Transport Strategy - Park and Rides

Southern Park and Ride – Wickham Market

- Infrastructure
- Impact on traffic, congestion & access
- Impact on local community
- Impact on safety
- Impact on environment
- Designated area impact
- Noise & vibration
- Landscape & visual impact
- Air quality
Transport Strategy - Park and Rides

Northern Park and Ride – Darsham

- Long term usefulness
- Proximity to infrastructure
- Site
- Rail
- Impact on traffic, congestion & access
- Safety
- Existing infrastructure is unsuitable
- Proximity to & impact on local community
Transport Strategy - Rail

Option 1 – Temporary rail extension

- Direct and close to the site
- Impact on traffic, congestion & access
- Long term legacy
- Community impact
- Impact on farming & land owners
- Impact on business, tourism & economy
- Environment
- Safety & security
- Light
- Air quality/dust
- Noise & vibration
Transport Strategy - Rail

Option 2 – A new, temporary rail terminal

- Land lake
- Long term legacy
- Impact on traffic, congestion & access
- Impact on residents & land owners
- Not direct, results in double-handling
- Environment
  - Light
  - Noise & vibration
  - Air quality
Transport Strategy - A12

Option 1 – No change

- Environment
- Safety
- Noise
- Air quality
- Community impact

Road unsuitable for traffic
Transport Strategy - A12

Option 2 – Farnham bend road widening

Safety

Traffic

Environment

Impact on community

Noise

Grade II demolition
Transport Strategy - A12

Option 3a – Farnham bypass (one village bypass) – Sweffling Junction

- Cost/benefit
- Better in long run
- Environment
- Noise
- Air quality
- Impact on traffic flow & congestion
- Safety
- Community impact
- Landscape/visual
- Land take
- Local economy
Transport Strategy - A12

Option 3b – Farnham bypass (one village bypass) – South west T-junction

- Land take
- Impact on environment
- Noise
- Landscape
- Traffic
- Safety
- Community impact
Transport Strategy - A12

Option 4 – Farnham and Stratford St Andrew bypass (a two-village bypass)

- Safety
- Long term legacy
- Impact on traffic flow & congestion
- Community impact
- Impact on locals
- Air quality
- Noise
- Property value
- Impact on the environment
- Land take
- Cost/benefit
Transport Strategy – A12/B1122 Junction

Option 1 – Roundabout

- Safety
- Impact on traffic & congestion
- Improves traffic flow
- Exacerbates traffic problems
- Land take
- Impact on local villages
Stage 2 Feedback: Socio-economics Strategy

<table>
<thead>
<tr>
<th>Key Themes</th>
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</thead>
<tbody>
<tr>
<td>Effects on existing sectors, especially tourism</td>
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<tr>
<td>Ability to harness skills and training</td>
</tr>
<tr>
<td>Securing project benefits in the short and long term</td>
</tr>
<tr>
<td>Maximising local workforce and suppliers</td>
</tr>
</tbody>
</table>
# Stage 2 Feedback: Accommodation Strategy

## Key Themes

<table>
<thead>
<tr>
<th>Theme</th>
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<tbody>
<tr>
<td>Physical scale of a single campus, compared to a multi site alternative</td>
</tr>
<tr>
<td>Ability to deliver a legacy benefit</td>
</tr>
<tr>
<td>Effects on the community, including worker behaviour</td>
</tr>
<tr>
<td>Effects on the local area</td>
</tr>
</tbody>
</table>
Accommodation Strategy - Campus

Option 1 – East and west of Eastbridge Road

- Facilities together
- Impact on heritage assets
- Visual impact
- Greater land-take
- Impact on local roads & traffic
Accommodation Strategy - Campus

Option 2i – East of Eastbridge Road – sports facilities west of Eastbridge Road

Facilities together

Visual impact

Land take
Accommodation Strategy - Campus

Option 2ii – East of Eastbridge Road – sports facilities located remotely

- Legacy of sports facilities
- Inconvenient for workers, should be closer
- Impact on local traffic
- Less impact on Eastbridge Road
- Less landscapes & visual impact
- Less impact on heritage assets
- Less land take

Environment
NEXT STEPS
Project Strategies

• Continue to finalise the transport and socio-economic modelling work
• Develop the strategies that will underpin delivery (e.g. skills and training and management plans)
• Finalise the project proposals that underpin delivery of the strategies
• Start to implement the measures to deliver the strategies, as required
Development of Project Proposals

• Further technical and environmental studies to inform the selection of some development options to be progressed (e.g. borrow pits, road infrastructure (A12 and B1122) and the marine infrastructure)

• Develop the design and progress studies for the development options to the next stage (e.g. the accommodation proposals, green rail route and related works, Yoxford junction proposals and park and ride facilities)

• Develop the architectural design of the power station development

• Engage with stakeholders in the evolution of the proposals and related assessments
Prepping for Stage 3 Consultation

**Stage 3 Documentation**

- **Develop Proposals and Rationale for Development**
  - Stage 3 Consultation Summary Document
  - Planning Statement
  - Main Development Site
  - Road
  - Rail
  - Park & Rides
  - Design Statement, including landscaping proposals

- **Preliminary Environmental Information**
  - Preliminary Environmental Information Report
  - Main Development Site
    - Road
    - Rail
    - Park & Rides

- **Management Plans**
  - Construction and Operational Transport Management Plans
  - Environmental Management Plans
    - Construction Workforce Management Plans
Engagement Going Forward
THANK YOU