



Consultation Summary Document



**Sizewell C, Proposed Nuclear Development
Stage 3 Pre-Application Consultation
January 2019**



This document



This document is quite long and contains lots of information. You may want to read in stages.

Foreword



I am very pleased to be able to present the latest proposals for Sizewell C, a new nuclear power station which would be built next to Sizewell B on the Suffolk Coast.



Sizewell C would make a big contribution to the economy of Suffolk, while also helping to meet the UK's future need for energy.



We are also involved in developing other nuclear power stations across the UK.



The proposals have been shaped through feedback from the public, partnership working, and environmental studies.

Foreword

Good for Suffolk



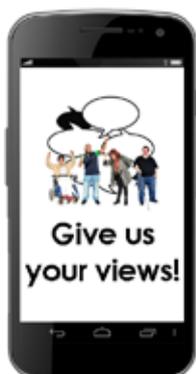
We think it is important that the nuclear power station creates jobs and boosts the local economy.



Some of our plans have changed, particularly for the transport of people and materials to and from the construction site.



Consultation has played an important role in developing our plans and I would like to thank everyone who has taken the time to give their views so far.



We would really like your views on these proposals, there are lots of ways to let us know what you think. You can find out how at the end of the booklet.

Foreword



The Sizewell C team will be available at our consultation events to discuss our proposals and answer your questions.



I hope you can join us and help develop our plans. We look forward to receiving your views.

Jim Crawford,
Sizewell C Project Development Director



Contents

Section 1. The consultation

- **Consultation process** page 9

Section 2. Main changes through consultation

- **Main changes since the Stage 2 consultation** pages 11-12

Section 3. Sizewell C power station

- **Introduction** page 14
- **Different parts of the power station** page 16
- **Environmental considerations** pages 17-20
- **Sizewell C site access** page 20

Section 4. People and economy

- **Introduction** pages 22-23
- **Construction workforce** page 24
- **Education, skills and employment** page 24
- **Tourism** page 25
- **Public services and community facilities** page 26

Section 5. **Accommodation and transport**

- **Introduction** page 29
- **Accommodation** page 30
- **Transport** pages 34-40
- **Rail-led strategy** pages 41-45
- **Road-led strategy** pages 46-56
- **Road improvements** page 54
- **Other proposals** page 57

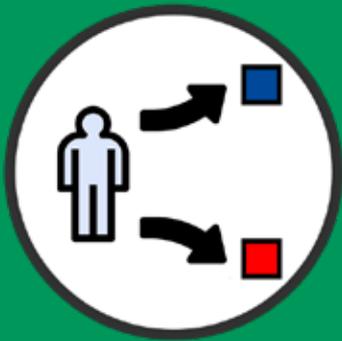
Section 6. **Additional information**

- **Using technology** page 59
- **Safety** page 60
- **Fuel and waste** page 60
- **Decommissioning** page 61
- **Wildlife habitat creation** page 61
- **Buying land** page 62

Section 7. **Next steps**

- **Responding to the consultation** page 64

Symbols



This symbol is shown when there are options to feed back what you think.



This symbol is shown when the proposals are connected to the rail-led strategy.



This symbol is shown when the proposals are connected to the road-led strategy.

The consultation

Stage 3: 4 January to 29 March 2019

Sizewell C



EDF Energy would like to apply for permission to build a nuclear power station which will be called Sizewell C.



At our Stage 2 consultation, which ran between 2016 and 2017, we heard the views of over 1000 people.



This Stage 3 consultation asks your views on these proposals and some remaining options.



The Stage 3 consultation is open until 29 March 2019 and responses must be received by this date.

Section 2. Main changes through consultation



Main changes through consultation

Freight management strategy

Marine-led
Rail-led

STAGE 1

Marine-led
Rail-led

STAGE 2

Road-led or
Rail-led

STAGE 3

Northern park and ride

B1122 Yoxford Road
Darsham
A12/A144

STAGE 1

Darsham
A12/A144 (reserve)

STAGE 2

Darsham

STAGE 3

Southern park and ride

Wickham Market
Woodbridge
Potash Corner

STAGE 1

Wickham Market
Woodbridge (reserve)

STAGE 2

Wickham Market

STAGE 3

A12 at Farnham

Traffic controls
Road widening
1-village bypass

STAGE 1

No change
Road widening
1-village bypass
2-village bypass

STAGE 2

A12
2-village bypass

STAGE 3

Main changes through consultation

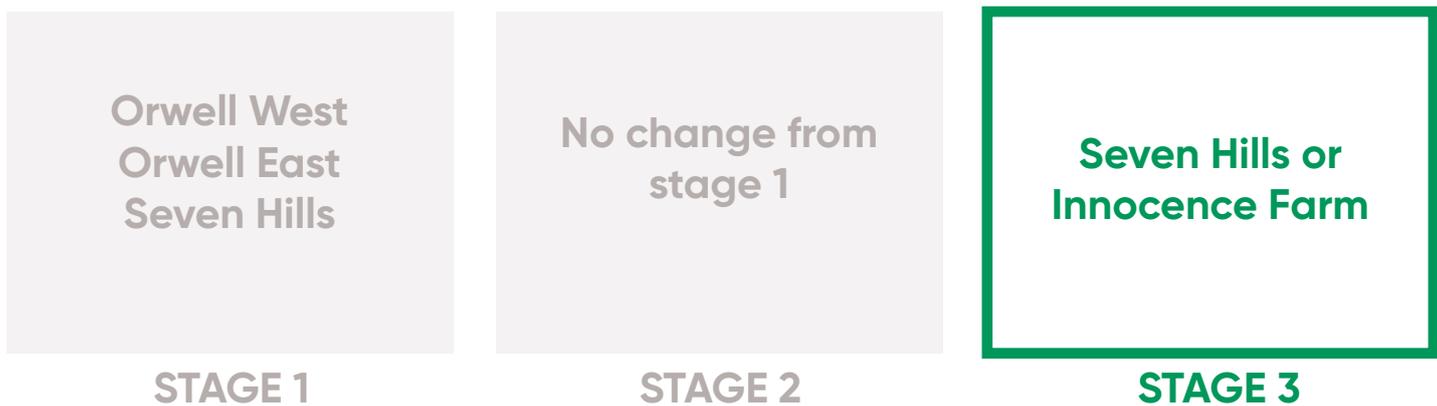
A12/B1122 at Yoxford



B1122



Lorry management facility - where could they be?



Accommodation - where could we build it?



Section 3. Sizewell C power station



3. Sizewell C power station

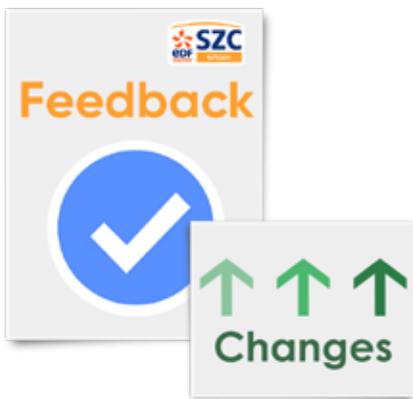
An introduction

Sizewell B



Sizewell C

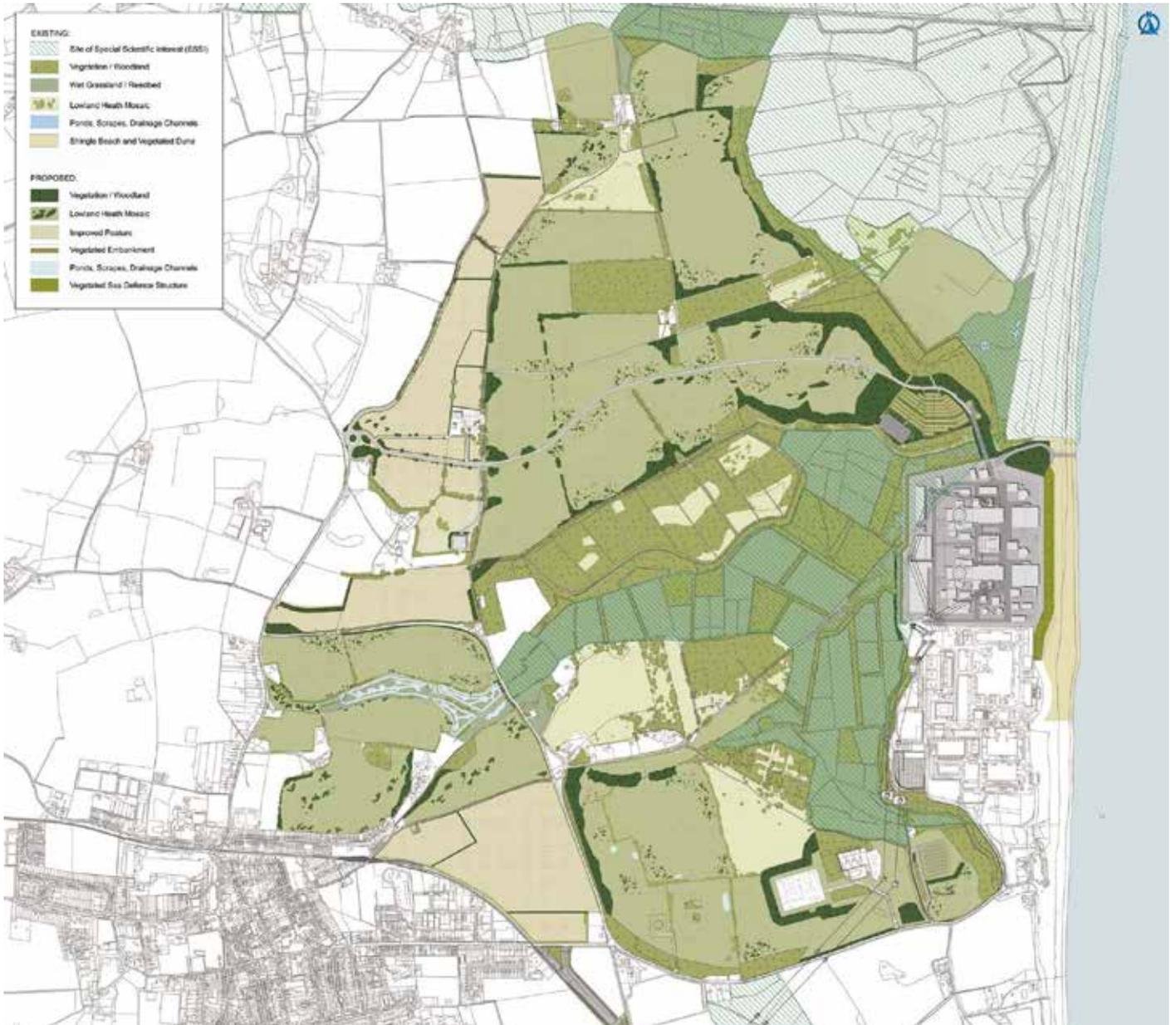
We plan to build and operate a new nuclear power station in Suffolk next to Sizewell B.



Following feedback, and learning from past projects, we have made some changes to our proposals.



If we get permission, we think it will take between 9 and 12 years to build Sizewell C.



3.1 Sizewell C plan

Different parts of the power station



When designing the Sizewell C buildings we have thought about the environment and how we can build and operate the power station safely.



2
reactor units



Fuel and
waste facilities



A service
centre



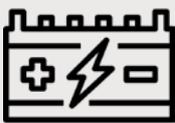
A water
cooling system



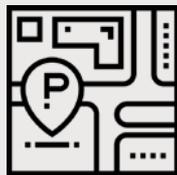
Drainage and
sewer systems



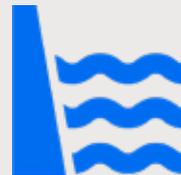
Overhead
power lines



A backup
power source



Internal roads
and car parks



Sea
defences



A
helipad



An access road &
new roundabout



Drainage into the
North Sea

Environmental considerations



Landscape and seascape character

The Sizewell C site is on the Suffolk Coast. Our proposals have been designed to reduce the effects of the power station on the landscape.



During construction and operation, there would be impacts on the character of the area.



Visual

Sometimes you will be able to see things like large cranes and materials that we are storing.



After Sizewell C has been built, you will be able to see the power station from lots of places nearby. This includes footpaths and the beaches.

Environmental considerations



Historical Environment

Since the Stage 2 Consultation we have found some archaeological remains where we want to build. We have been told that they do not require further research or action, and are quite common finds.



Our plans are being made so that there is as little impact on local heritage sites as possible.



Noise and vibration

Construction would be noisiest at the start of the project.



Footpaths and bridleways

We understand that footpaths/bridleways and access to the beach are all important.

Environmental considerations

Wildlife Habitat

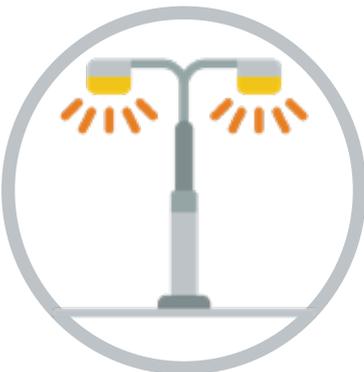


Ecology

The main development site is surrounded by areas that are home to wildlife. Our site might interfere with these areas.



We are working on schemes in other areas that would give wildlife other places to thrive.



Lighting

We would be careful with lights at the construction site. We would make sure that our lights are not too bright.



Air quality

Some construction works may cause some air pollution.

Environmental considerations



Sea defence

A new sea defence is needed to protect the power station from flooding during storms and big waves.



Coastal processes

It is possible that Sizewell C could change the shape and size of the beach.

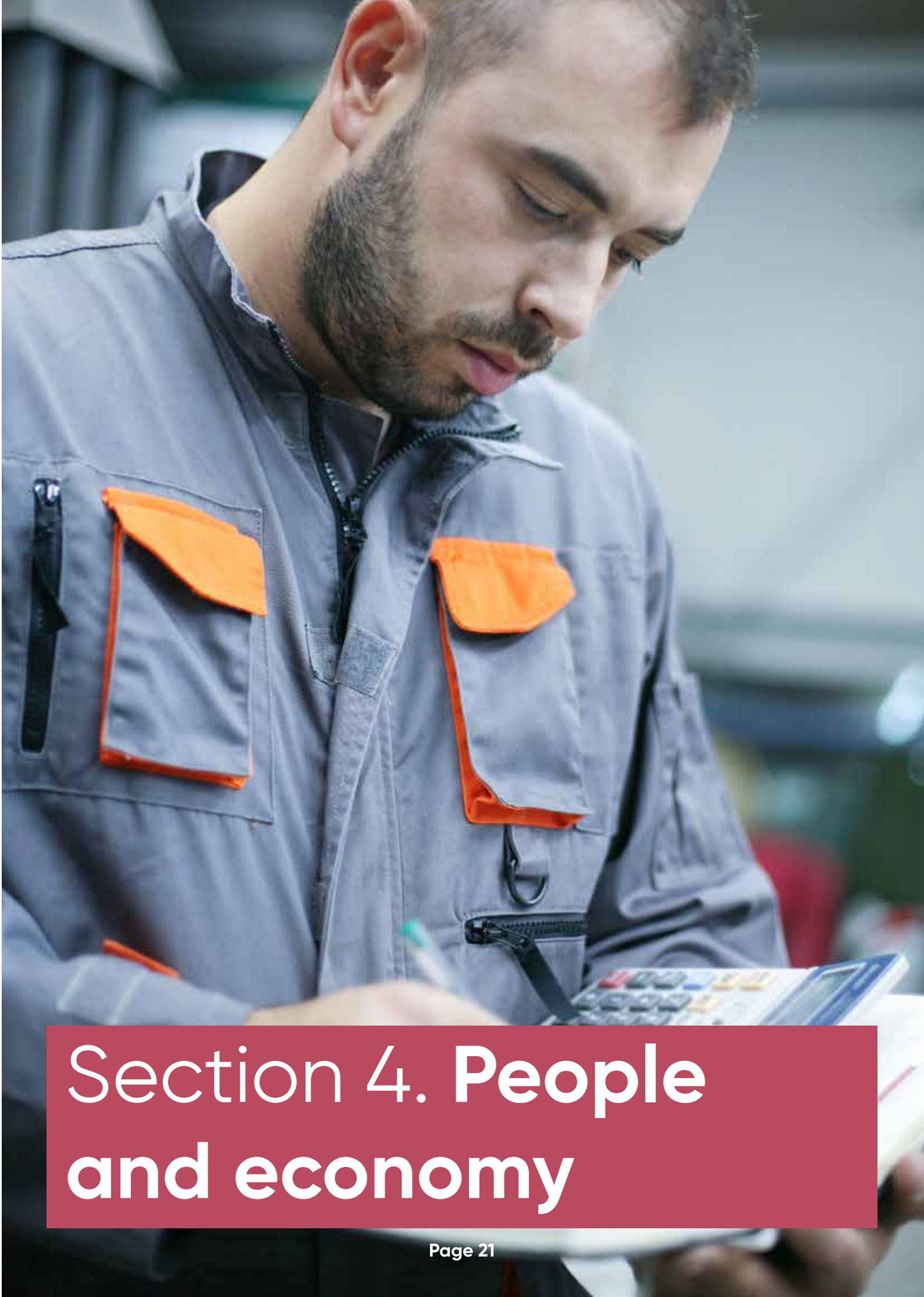
Sizewell C site access



We propose to build a new, two-lane access road. This would be the main route to bring workers and materials onto the site during construction and the main access once the power station opens.



This access road is a requirement, as all new nuclear power stations need to have 2 different entrances.



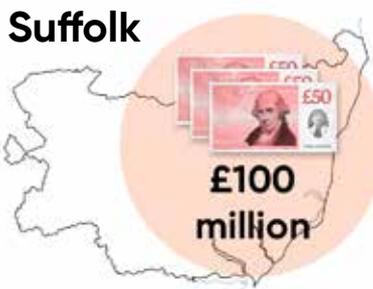
Section 4. People and economy

4. People and economy

An introduction



Sizewell C would bring money and jobs into the area.



We think that Sizewell C would put at least £100 million a year into the regional economy during peak construction.



We think that Sizewell C would bring in £40 million per year during its 60 years of operation.



25,000 roles

Construction of Sizewell C would create around 25,000 job roles at the main development site.

4. People and economy

An introduction

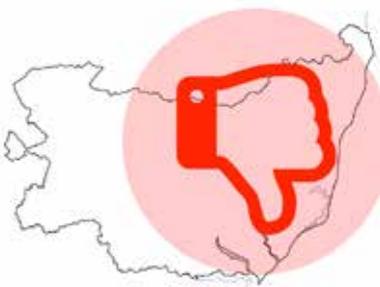


Having this many people working in Sizewell would boost the local economy and create new jobs in other organisations.



Once Sizewell C is open, 900 permanent jobs would be created.

900 new jobs



While there are lots of benefits, we recognise that Sizewell C could also have some negative effects on the local area.



We want to avoid or manage these issues.

Education, skills and employment

Local people



We want local people to access the jobs and benefits Sizewell C would bring to the area.



We also promote people working in the nuclear power industry. We are already recruiting our first apprentices.

Supply chain



Wherever possible, we want to work with local businesses to build and support Sizewell C.

Construction workers



We think we could need around 5,600 construction workers and want many of them to be from the local area.

Tourism



We know that the Suffolk Coast is popular with tourists.



We are working with key organisations to minimize Sizewell C's impact on tourism.



We have started thinking of ideas, including a Tourism Fund, that could support the area's tourist economy.

Public services and community facilities



We know that people are worried about the impact of building Sizewell C.



We have been looking at possible effects on healthcare, social care and local services close to the site.



We are working with the emergency services to make sure they know what to expect during the project.



We are also proposing a Community Fund for schemes and projects.

A Tourism Fund



A Tourism Fund could deliver, for example:



Promotion for attractions and events within the Suffolk Coast



Responses to effects on sensitive attractions

A Community Fund



The Community Fund would be used for reducing any negative impacts or helping the community. It could include things like:



Small grants for projects to help compensate for effects felt in the community from construction of Sizewell C

Community Impact



Grants for local facilities or services to boost the positive and address the negative impacts on communities

Section 5. Accommodation and transport



5. Accommodation and transport

An introduction

Suffolk



Building Sizewell C would mean that lots of people and materials are travelling across Suffolk every day.



Our plans continue to aim to reduce the impact of construction on local communities and pressure on local roads.



We think there would be 5,600 workers on the main development site, plus 500 workers at the nearby sites during construction.

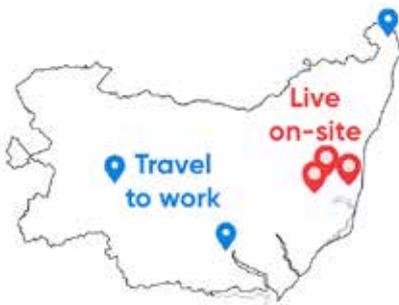


We still want to build accommodation for 2,400 workers and 2 park and ride facilities to reduce the amount of traffic.

Accommodation



We want to limit impacts on the community while supporting the economic benefits of workers living and spending in the area.



We think that at the busiest time of construction, around 2,500 workers will live at home and travel to work, and 3,600 workers will live on-site or nearby.

Accommodation management



We are developing systems to allow local landlords, tourism businesses and residents to register accommodation available for workers.



We are also planning to start a Housing Fund to continue to support the local housing market.

Main development site campus



We want to build high quality accommodation for our staff. This would be called our site campus.

The campus would help to:



Reduce the number of journeys made by workers on roads

Community Impact



Manage worker behaviour and impacts on the community



Reduce pressure on tourist accommodation and the rental market



Benefit local businesses selling goods and services to the campus

Main development site campus



5.1 Campus layout

Sports facilities



People have told us that they wanted the campus sports facilities to be in Leiston so they can be used after construction.



The facilities of most benefit are:

- > a full-sized synthetic turf football pitch
- > at least two multi-use games areas

Caravan accommodation

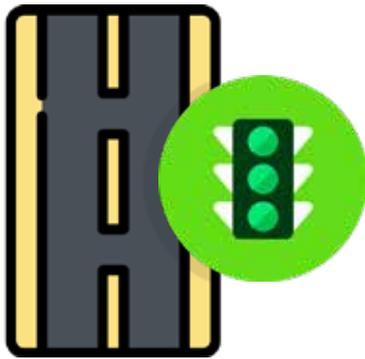


Our proposed caravan site would be available in the early years, before the campus is built. Workers can then choose to stay in a caravan or move into the campus.



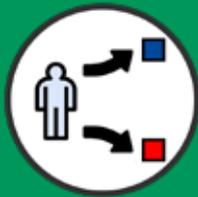
The current proposal would allow around 400 caravan pitches.

Transport



We want our proposals to have the smallest possible impact on local roads.

The main elements of our strategy are to:



Use either a rail-led or road-led approach to moving materials



Build on-site accommodation to reduce the number of journeys



Provide park & ride facilities for workers to travel by bus to work



Provide direct bus services from Ipswich and Lowestoft



Provide direct bus services to and from Saxmundham station



Minimise workers travelling at busy times

Leiston

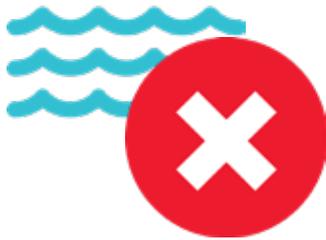


Provide local bus services from Leiston



Design road improvements

Transport

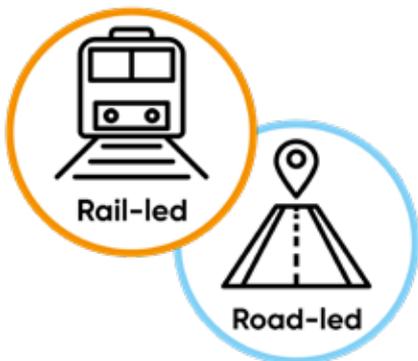


We are no longer proposing to move construction materials by sea, however we still want to build a beach landing facility for large deliveries.

Transport - movement of materials



The construction of Sizewell C would mean that there would be lots of large deliveries to the main site.



We are now proposing 2 different methods for moving materials across Suffolk: rail-led or road-led.



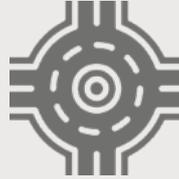
The difference between the rail-led and road-led strategies is shown on the next page.

Features in both strategies

A12



A12/B1122
Yoxford roundabout



Beach
landing facility



Other road
improvements



East Suffolk
line upgrades



Rail-led only

B1122
Theberton
bypass



Sizewell Halt or rail
siding **for early years**

Green rail
route



Road-led only

B1122
Sizewell
link road



Sizewell Halt or rail siding
for construction period

Lorry management
facility



Rail-led



Lorries travelling between 7 AM and 11PM

450 journeys a day



Up to 5 trains a day

Road-led



Lorries possibly travelling for longer hours

750 journeys a day



Up to 2 trains a day

Features in both strategies



Following feedback, we are proposing a bypass to reduce the impact of peak construction traffic on the B1122 through Theberton.

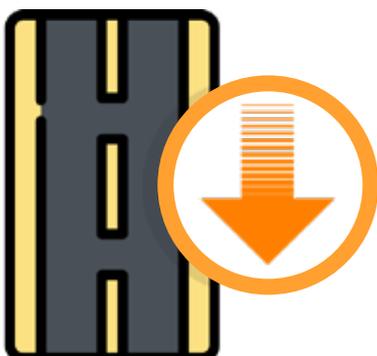
Under the rail-led strategy, the Theberton bypass would run from a point between Middleton Moor and Theberton.

Under the road-led strategy, the bypass would be known as the Sizewell link road and join the A12 south of Yoxford.



Beach landing facility

A permanent beach landing facility would be needed for handling large deliveries to the power station.



This would be used in the construction phase and would mean less heavy and oversized loads would be transported by road.

Features in both strategies



Both the rail and road led strategies would mean that we would need to use existing rail lines to deliver materials.



The rail-led strategy would include lots of improvements to the East Suffolk line, including making changes to over 40 level crossings.



Under both strategies we would need to update 9 level crossings on the Saxmundham to Leiston line.



Under both strategies we would need to make changes to the A12 at Farnham and Stratford St. Andrew and create 2 park and ride sites.

Sizewell Halt or new rail track



At Stage 2 we proposed use of the existing terminal known as Sizewell Halt. This option remains, but construction of a new rail track on the same Saxmundham to Leiston branch line is now proposed as an alternative.

Option 1



Changes to the existing Sizewell Halt rail terminal on the branch line so it can fit longer trains.



An overhead conveyor system to move material over King George's Avenue into land east of Eastlands Industrial Estate.

Option 2



A new rail siding next to the existing branch line in the land east of Eastlands Industrial Estate.



Rail-led

Rail-led strategy



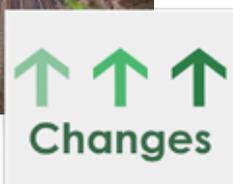
A rail-led strategy would provide direct access into the main site for 5 trains a day along a proposed new rail route. We have called this the green route.



We do not yet know whether the rail-led strategy would definitely work, or that it would be ready in time.



Network Rail have told us that a rail-led strategy is likely to involve a greater delivery risk than the road-led strategy.



The rail-led strategy involves much more work and lots of changes to railway lines.

Rail-led strategy



Once construction of the power station is finished, the green rail route would be removed and the land would be restored.



Proposals under the rail-led strategy are likely to have some effects on the environment during all stages of the project.

Level crossings



The crossings proposed to be closed and moved are:

Westerfield Footpath

Lacy's Footpath

Stennetts 1

Stennetts 2

Gamekeepers

Martlesham

Melton Bromswell

Pettistree

Orchard

Wickham Market

Blaxhall 2

Saxmundham

Rail-led strategy

Option 1



Temporary closure of Buckleswood Road to vehicles, with a new footbridge to provide a pedestrian connection.

Option 2



A new level crossing on Buckleswood Road.

Theberton bypass



We think there would be an average of 225 HGV deliveries (450 journeys) a day at peak construction under the rail-led strategy.



Following feedback and technical studies, we are proposing a bypass of Theberton as part of the rail-led strategy.



5.6 Theberton Bypass plan



Road-lead

Road-led strategy



Under the road-led strategy, we are proposing a new Sizewell link road, a lorry management facility, along with 2 trains a day throughout construction.



We estimate that there would be an average of 375 HGV deliveries (750 movements) a day under the road-led strategy at peak construction.

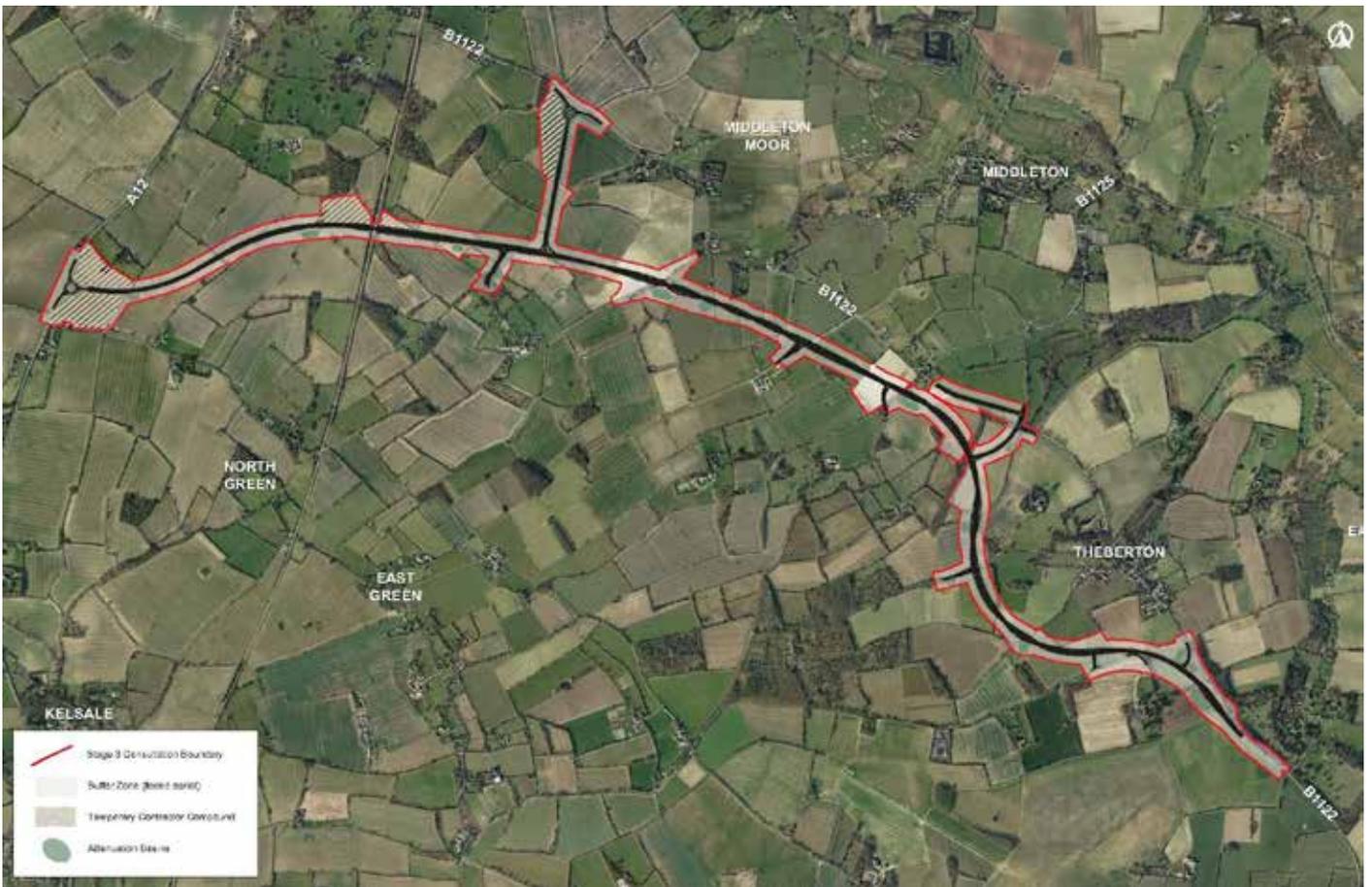
Sizewell link road



Beginning south of Yoxford, the Sizewell link road would run approximately 6.8km across mostly agricultural land to the south-west of the existing B1122.



It would reduce traffic through Yoxford, Middleton Moor and Theberton, benefiting people living in these villages.



5.7 Sizewell link road plan

Managing traffic from lorries



Under the road-led strategy we are proposing a lorry management facility near Ipswich to serve as a holding area for lorries. This will help to manage traffic up to the site.



It would be a secure facility with up to 150 parking spaces for lorries. Landscape planting would help the facility blend into the countryside.

We are considering 2 sites



Option 1:
A site close to the A12/A14
Seven Hills Junction which
would be accessed off the
Old Felixstowe Road

Option 2:
A site at Innocence Farm,
near the A14

Transport - movement of people



Reducing the impact of additional traffic is still an important part of our transport plans.



Our proposals include some ways that people can get to the construction site.

Park and ride
South



Park and ride
North



2 temporary park and ride facilities on the A12



from Leiston

from Ipswich

from Lowestoft

Direct bus services from Leiston, Ipswich and Lowestoft



Bus services from Saxmundham station for workers using the train

Park and ride facilities

Every day

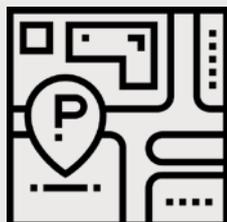


At the busiest time of construction, the park and ride sites would be open every day.



When no longer needed, the buildings and infrastructure would be removed and the area returned to agricultural use.

Both the northern and southern sites would have:



**Parking for just over 1000 cars
(40 of which would be
accessible spaces)**



**On-site soil storage to help
restore the site once completed**



**Sensitive lighting that
won't be too bright**



**A bus terminal
and offices**

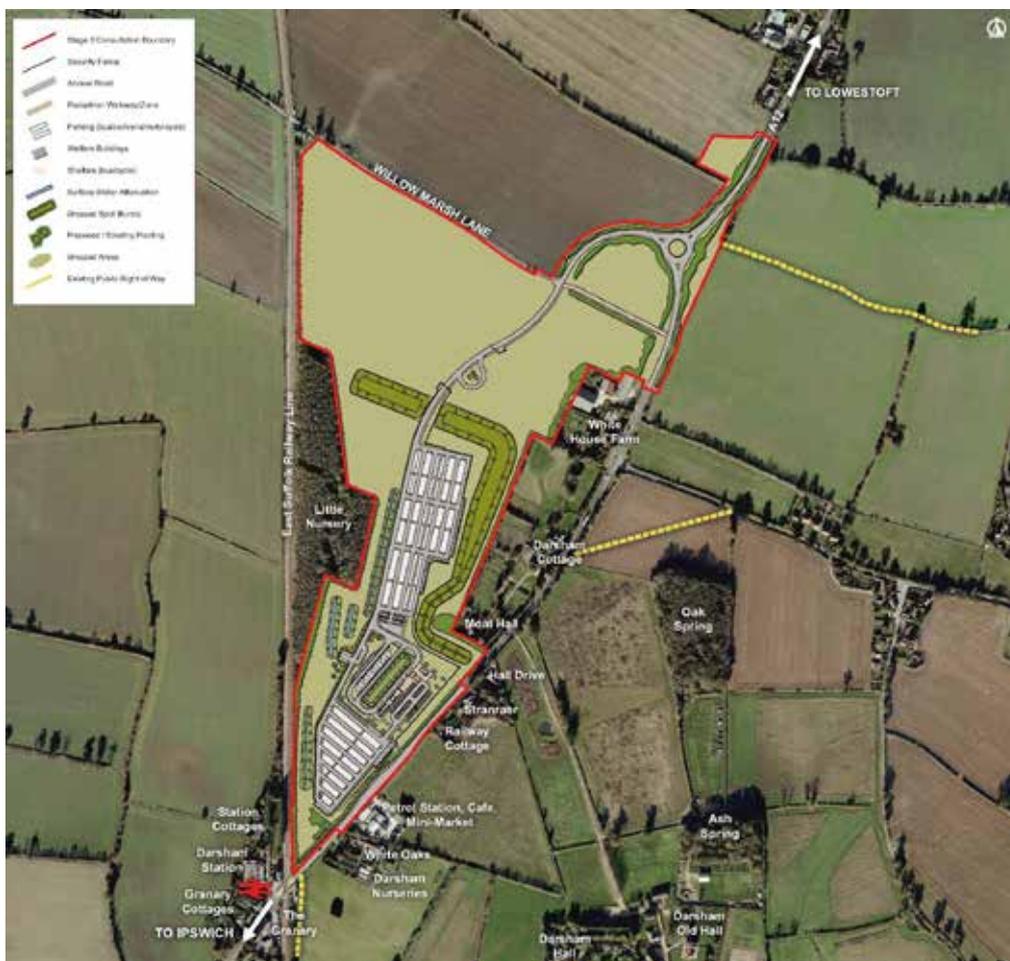
Northern park and ride - Darsham



Our proposed site for the northern park and ride is mainly fields near the village of Darsham.



The site has been designed so that buildings are near the existing built-up area and railway station.

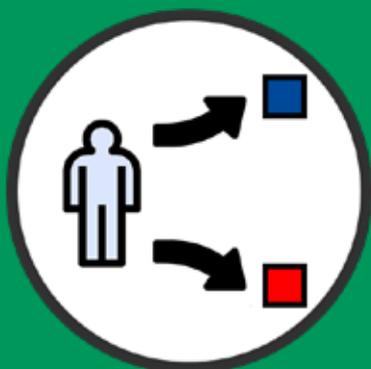


5.12 Northern park and ride (Darsham) plan

Southern park and ride – Wickham Market



Our proposed site for the southern park and ride is mainly fields that are close to Wickham Market.



Following feedback and further work, we are proposing 2 options in response to concerns raised about traffic on the B1078 between Border Cot Lane and River Deben bridge.

Option 1



Moving the on-street parking spaces on the B1078 between Border Cot Lane and River Deben bridge to minimise delays. On-street parking would be reinstated when the park and ride is no longer needed.

Option 2



Improvements to Valley Road and Easton Road to allow Sizewell C traffic to be diverted north of Wickham Market via Valley Road, Easton Road and the B1116 to reduce traffic on on the B1078.

Road improvements



We recognise that the A12 and B1122 are likely to be affected by construction traffic.



To limit the effects of traffic, we are proposing a number of ideas separate from those proposed under the rail-led or road-led strategies.

A12 two-village bypass



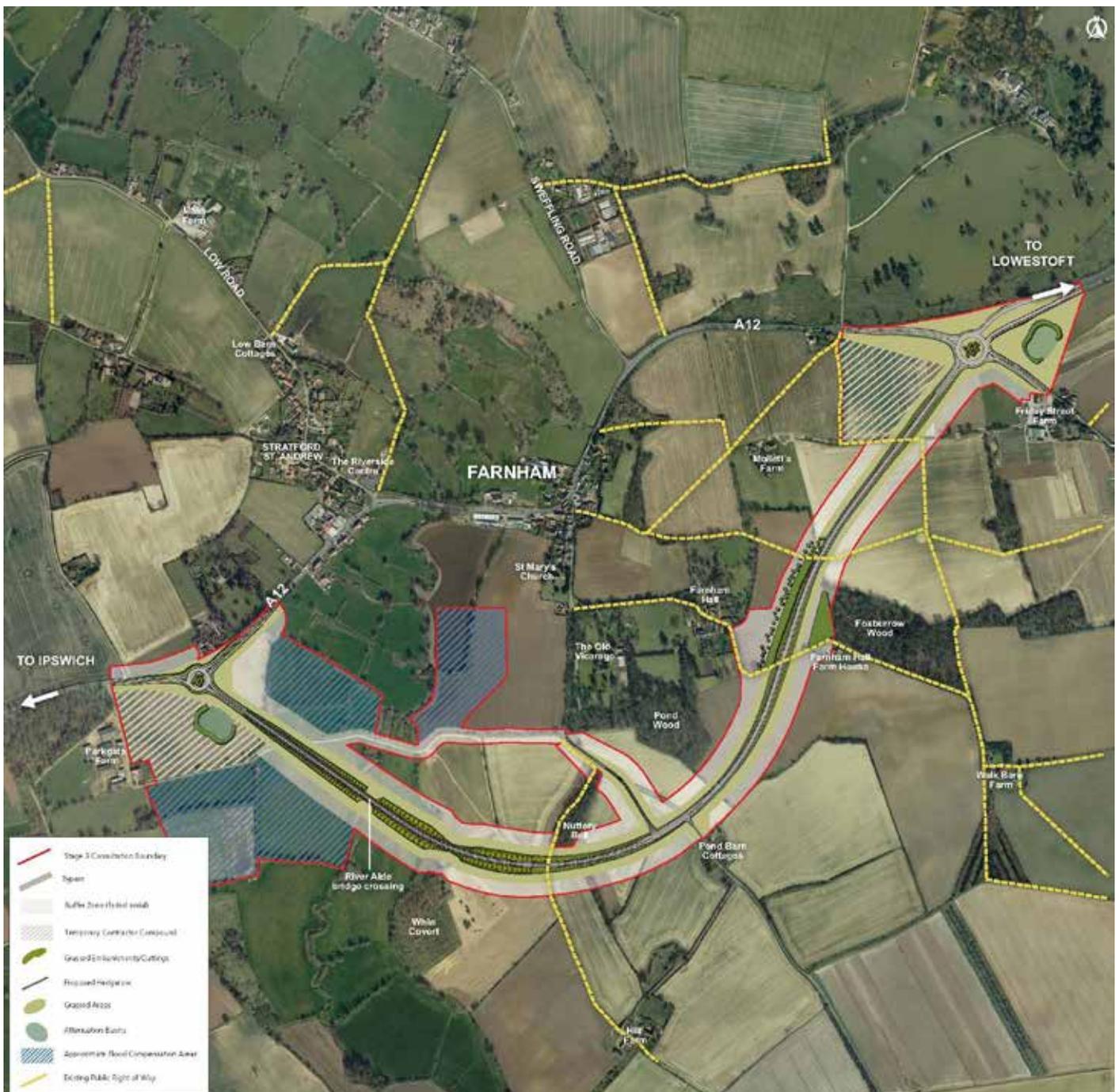
Our proposal is a bypass of Farnham and Stratford St Andrew (a 2-village bypass), aimed at reducing the impact on the environment.



The route would be approximately 2.4km long, crossing agricultural land, floodplain, and the River Alde.



Stratford St. Andrew and Farnham



A12/B1122 junction



The B1122 would experience a significant increase in traffic as a result of Sizewell C.



Following feedback and further technical work, we want to build a new roundabout where the B1122 meets the A12 at Yoxford.



5.17 Proposed layout of the new roundabout

Other road improvement proposals



These permanent road improvement works are likely to have some small effects on the environment.

Other road improvements include



Changes to signs and road markings at Coddendam



Changes to signs and road markings near Otley College



Changes to signs and road markings at the A12/B1119 junction at Saxmundham



Changes to signs, road markings and speed limit on the A1094/B1069

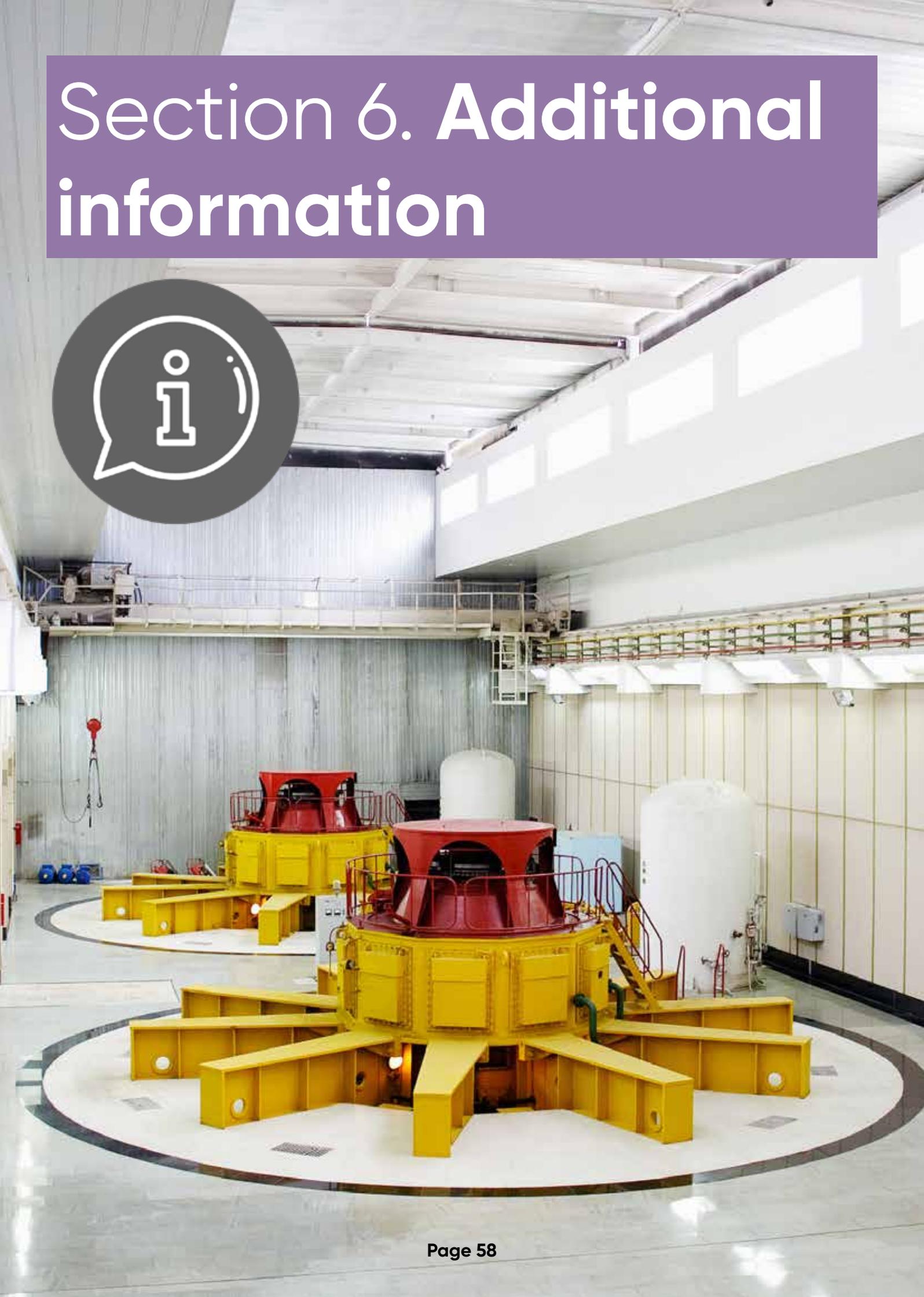


Building a roundabout at the A12/A1094 Friday Street junction, north of Farnham



Adding a central reservation island and waiting area on the A12/A144, south of Bramfield

Section 6. Additional information



Additional Information



Developing a new nuclear power station is a huge task and we would need to get permissions from lots of different organisations.

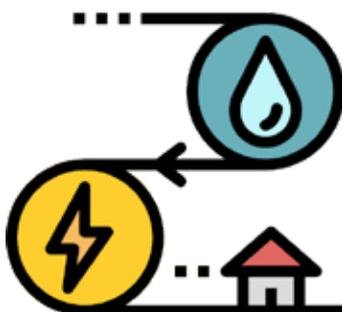


Although not part of this consultation, please see some information below that may be useful.

Using new technology



The Sizewell C site would include 2 reactors, which could generate enough electricity for around 6 million homes in Britain.



The design uses water technology that has been used successfully and safely around the world for many years.

Safety



We take safety very seriously.



There are lots of rules and regulations about Nuclear power. It is one of the most regulated industries in the UK.

Fuel and waste

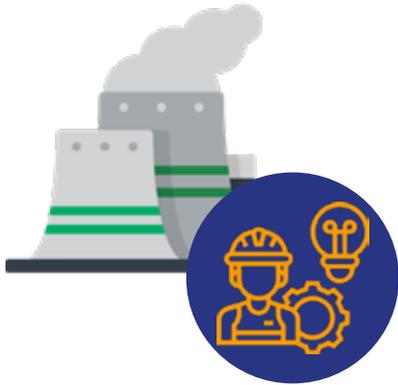


The design of the new reactors at Sizewell C is more efficient than current reactor designs. This means it uses less fuel.

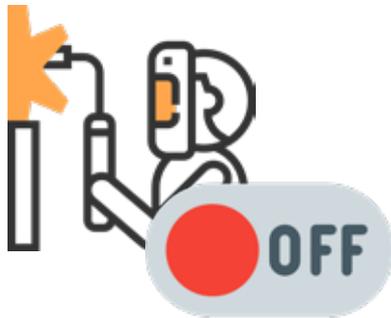


Some fuel and waste would be kept on-site, before we can transport it to a waste site. Other waste would be treated, then transported off-site.

Decommissioning



At the end of its electricity generation lifetime, Sizewell C would be **decommissioned**. This would take about 20 years.



Decommissioned means that something has been shut down and taken apart safely.

Wildlife habitat creation



We have created a new wildlife habitat at Aldhurst Farm, Leiston, to benefit both people and wildlife.



The new wetland habitat will home to lots of wildlife, including otters, eels and birds as well as some rare plants.

Buying land



To build Sizewell C, we would need to buy some land outside the EDF Energy estate.



Sometimes we might be able to rent land for a short time, and sometimes we will have to buy land to keep and build on.





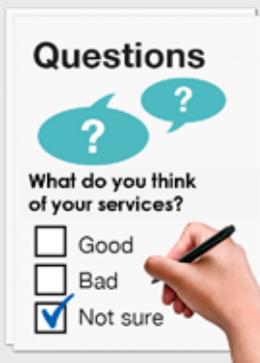
Section 7.

Next steps

Responding to the consultation



We would like you to respond to this consultation in one of the following ways:



Complete a questionnaire
www.sizewellc.co.uk
or **print** and **post** it to us,
(address below)



Email your comments to
info@sizewellc.co.uk



Post your written responses to
FREEPOST SZC Consultation
(no stamp needed)



Phone **0800 197 6102**
during normal office hours

Printed copies



Copies of all the consultation documents are available at the exhibitions, and at the Sizewell C Information Office.



The information office is open from 9.30am - 5pm Monday to Friday and 9am-12pm Saturday. The address is: 48-50 High Street, Leiston, IP16 4EW.



They will also be available to view in the offices of Suffolk County, Suffolk Coastal District, Waveney District and Ipswich Borough Councils, and at a number of local libraries.

Information online



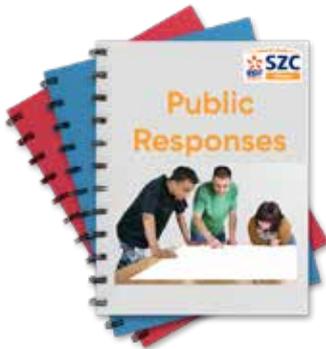
The consultation documents are on our website.

www.sizewellc.co.uk

What happens next



There are still some big decisions to make before we send our application.



Following Stage 3 we will look at all responses and use them to further develop of our plans.



We will then send our application to the Planning Inspectorate for development consent for Sizewell C.



The Stage 3 consultation is open until 29 March 2019 and responses must be received by this date.

Different languages



If you need help to understand this information in another language please call 0800 197 6102.



Portuguese

Se precisar de ajuda para ler estas informações em outra língua, por favor telefone para o número abaixo 0800 197 6102.



Polish

Jeżeli potrzebujesz pomocy w zrozumieniu tych informacji w swoim języku zadzwoń na podany poniżej numer 0800 197 6102.



Bengali

0800 197 6102

এই লেখাটি যদি অন্য ভাষাতে বুঝতে চান তাহলে নিচের নম্বরে ফোন করুন

Different languages



Lithuanian

Jeigu jums reikia šios informacijos kita kalba, paskambinkite 0800 197 6102.



Romanian

Dacă aveți nevoie de ajutor pentru a înțelege această informație într-o altă limbă, vă rugăm să telefonați la numărul 0800 197 6102.



Large Print



We can provide consultation information in different formats, such as audio or large print.

To get in touch

Phone
0800 197 6102



e-mail
info@sizewellc.co.uk



Designed by

AaAi



Contact us

Phone
01449 678088

e-mail
info@aceanglia.com

