

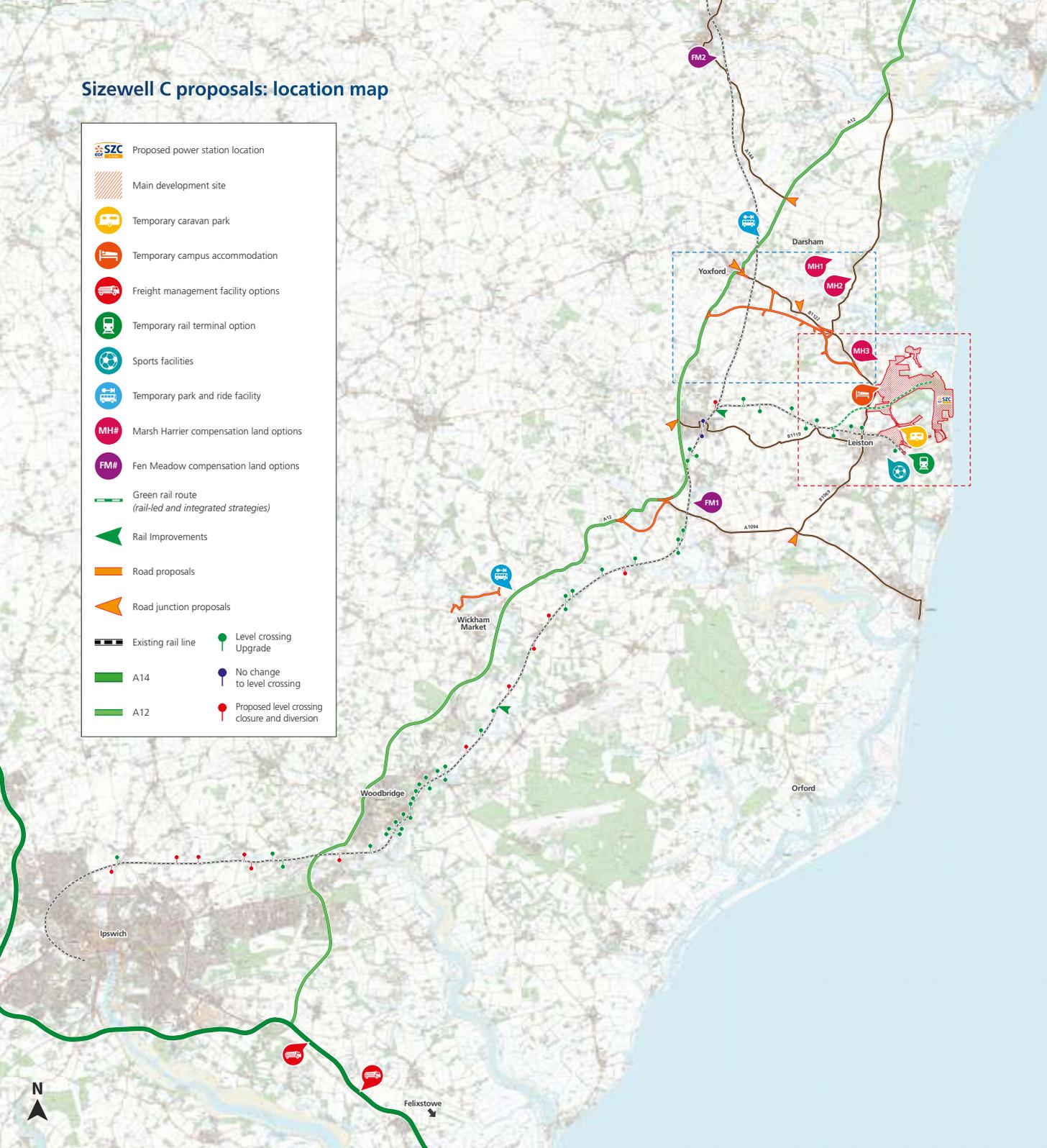
# Consultation Summary Document

**Sizewell C** | Proposed  
Nuclear  
Development  
Stage 4 Pre-Application Consultation  
Summer 2019



# Sizewell C proposals: location map

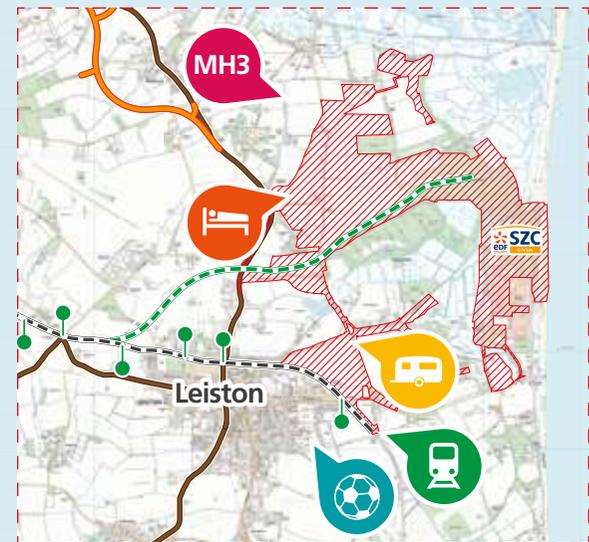
-  Proposed power station location
-  Main development site
-  Temporary caravan park
-  Temporary campus accommodation
-  Freight management facility options
-  Temporary rail terminal option
-  Sports facilities
-  Temporary park and ride facility
-  Marsh Harrier compensation land options
-  Fen Meadow compensation land options
-  Green rail route (rail-led and integrated strategies)
-  Rail Improvements
-  Road proposals
-  Road junction proposals
-  Existing rail line
-  Level crossing Upgrade
-  No change to level crossing
-  Proposed level crossing closure and diversion



Rail-led strategy: Theberton bypass



Road-led and integrated strategy: Sizewell link road



Main Development Site



# Foreword

I am very pleased to present the latest proposals for Sizewell C, the new nuclear power station we are proposing to build on the Suffolk Coast.

Building Sizewell C would help the country move away from polluting fossil fuels like coal and gas and play a major role in fighting climate change. Alongside our Sizewell B and Hinkley Point C power stations, it will help an almost totally carbon-free electricity system work more reliably and affordably. Our nuclear power stations will help the electricity system cope better when there is little wind and solar power produced.

Consultation has been central to the way in which the Sizewell C proposals have evolved and the feedback we have received has been invaluable in shaping our proposals. We have continued to update and improve them with the benefit of that feedback and continued environmental and technical studies. Before we finalise our application, we are seeking your views on a number of potential changes which we think may improve the proposals further. These potential changes are explained in this Stage 4 consultation. They include a new integrated freight management strategy, which we think is deliverable and which seeks to combine many of the benefits of the alternative road and rail strategies we presented at Stage 3.

We are still considering options presented in Stage 3 alongside those put forward in this Stage 4 consultation, and also welcome your comments on these during the course of the current consultation. If you commented at Stage 3 and your views have not changed, there is no need to re-submit your feedback as all Stage 3 and Stage 4 comments will be considered before we finalise our proposals and submit an application for development consent.

I am very grateful to everyone for your interest so far. Do please contribute further to the development of our plans by participating in this Stage 4 consultation, which closes on 27 September.

I look forward to hearing your views.

**Jim Crawford**, Sizewell C Project Development Director



## Sizewell C consultation: where are we now?



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The Stage 4 questionnaire is attached to the back of this summary document. Please detach and return it in the prepaid envelope. Alternatively, go to [www.sizewell.co.uk](http://www.sizewell.co.uk) to share your feedback.

 Highlights a change to this element since Stage 3



Highlights where options are presented for feedback



Highlights proposals related to the road-led strategy



Highlights proposals related to the rail-led strategy



Highlights proposals related to the integrated strategy

# 1. The consultation

Stage 4: 18 July to 27 September 2019

EDF Energy<sup>1</sup> intends to submit an application for development consent to build and operate a new nuclear power station, Sizewell C, along with the associated development required to enable construction and operation. Before submitting the application, we are consulting on our proposals. If you commented at Stage 3 and your views have not changed, there is no need to re-submit your feedback as all Stage 3 and Stage 4 comments will be considered before we finalise our proposals and submit an application for development consent.

The purpose of this Stage 4 consultation is to provide you with an update on some of the proposals that have changed since Stage 3 and to introduce an alternative, third option for moving materials on and off site during the construction period. These proposals have emerged in light of feedback at Stage 3, on-going engagement with stakeholders, further technical and environmental assessments, close working

with Network Rail, and learnings from Hinkley Point C. They are outlined in this summary document, with more detailed information available in the Stage 4 Consultation Document.

We are also continuing to consider the proposals and options in our Stage 3 consultation before deciding on the proposals for which we will seek development consent. We welcome your feedback on both our Stage 3 and Stage 4 proposals during the current consultation period.

The consultation is being carried out in accordance with our updated Statement of Community Consultation (SoCC), published in 2016 and agreed with Suffolk Coastal District Council (SCDC) (now East Suffolk Council) and Suffolk County Council, and available online at: [www.sizewellc.co.uk](http://www.sizewellc.co.uk). It will include the following consultation exhibitions:

VENUE	DATE	TIME
Leiston, Leiston United Church, High Street, Leiston, IP16 4EL	23 July	2pm - 8pm
Yoxford, Village Hall, Old High Road, Yoxford, IP17 3HN	24 July	1pm - 6pm
Wickham Market, Village Hall, High Street, Wickham Market, IP13 0HE	25 July	12pm - 3pm
Hacheston, Village Hall, The Street, Hacheston, IP13 0DW	25 July	5pm - 8pm
Woodbridge, Community Hall, Station Road, Woodbridge, IP12 4AU	26 July	2pm - 8pm
Stratford St Andrew, Riverside Centre, Great Glemham Road, Stratford St Andrew, IP17 1LL	27 July	10am - 4pm

<sup>1</sup> NNB Generation Company (SZC) Limited has been formed as a separate company (Company No 9284825) to finance and construct Sizewell C. It is currently a joint venture company between EDF Energy and China General Nuclear Power Corporation (CGN). EDF Energy will seek additional shareholders in NNB Generation Company (SZC) Limited and is currently in discussion with UK pension funds. NNB Generation Company (SZC) Limited is referred to in this document as EDF Energy.

## Learn about the proposals



Read this **Stage 4 Consultation Summary Document**



Find out more detail in the **Stage 4 Consultation Document**



Attend our **exhibitions**



Visit the **Sizewell C Information Office** in Leiston



Check out the website: [www.sizewellc.co.uk](http://www.sizewellc.co.uk)



Call freephone **0800 197 6102** during normal office hours.



Follow us on Twitter **@edfesizewellc**

## Respond to the consultation



Complete a questionnaire: [www.sizewellc.co.uk](http://www.sizewellc.co.uk)  
*Or in hard copy and post it to our freepost address (see below)*



Email your comments to [info@sizewellc.co.uk](mailto:info@sizewellc.co.uk)



Post your written responses to **FREEPOST SZC Consultation**  
*(no stamp or further address required)*



Call freephone **0800 197 6102** during normal office hours.

If you are unable to attend the exhibitions, copies of the exhibition boards and other consultation materials are available to download from our website: [www.sizewellc.co.uk](http://www.sizewellc.co.uk).

Copies of all the consultation documents are available to take away on USB memory sticks and to view in hard copy at our exhibitions and at the Sizewell C Information Office, open from 9.30am - 5pm Monday to Friday and 9am - 12pm Saturday (48-50 High Street, Leiston, IP16 4EW) throughout the Stage 4 consultation. Hard copies will be available to view during normal office hours in East Suffolk Council's offices in Melton (East Suffolk House, Station Road, Melton, Woodbridge, IP12 1RT and Lowestoft (Riverside, 4 Canning Road, Lowestoft, NR33 0EQ), as well as in local public libraries. Documents are also available online: [www.sizewellc.co.uk](http://www.sizewellc.co.uk).

If you require the consultation information in a different format for accessibility reasons, please call 0800 197 6102 or email [info@sizewellc.co.uk](mailto:info@sizewellc.co.uk).

## Status and scope of consultation

Sizewell C is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. Following public consultation, we will make an application for development consent for Sizewell C. The Planning Inspectorate will process and examine the application, and will encourage the submission of views from interested parties, before making a recommendation to the Secretary of State, who will make the final decision on whether or not to grant consent. More information on the NSIP planning process is available at: <http://infrastructure.planninginspectorate.gov.uk>.

Please note that the principle of the need for new nuclear power stations and the choice of Sizewell as a potentially suitable site have already been determined by Parliament. Therefore, these issues are outside the scope of this consultation. For more information, see Volume 1, Chapter 3 of the Stage 3 Consultation Document.

## Proposed changes since Stage 3

We are considering some changes to our proposals as a result of feedback at Stage 3 consultation, on-going engagement with stakeholders, further technical and environmental assessments, close working with Network Rail, and learnings from Hinkley Point C. The aim of Stage 4 consultation is to provide an update on these changes and to introduce an alternative, third option for moving materials on and off the construction site.

This Stage 4 Consultation Summary Document outlines our proposed updates and changes. Further details, including preliminary environmental information are available in the Stage 4 Consultation Document. A number of the proposed changes relate to the development boundaries - or red line boundaries - we are proposing. Red line boundaries show the extent of the land we will seek to gain powers over in our application for development consent. This document uses the term 'development boundary' throughout when referring to these changes.

Much of the detail from Stage 3 remains the same and is therefore not repeated here. The start of each section in this document includes headline information about unchanged proposals. The exception to this is the section on freight management, where the Stage 3 options are also included for ease of comparison.

For details - and to provide feedback - about the unchanged proposals, please refer to the Stage 3 consultation documents:

- › Stage 3 Consultation Summary Document.
- › Stage 3 Consultation Document, comprising:
  - Volume 1 Development Proposals;
  - Volume 2 Preliminary Environmental Information; and
  - Volume 3 Preliminary Environmental Information Figures.

When you see 'Stage 3 consultation documents' in the text, it is a reference to these documents. All of these documents are available in the same places as the Stage 4 consultation documents (see page 3).

## Preliminary environmental information

The environmental sensitivities of the local area have been a key consideration in the development of our proposals. We provided preliminary environmental information (PEI) as part of the Stage 1, Stage 2 and Stage 3 consultations and have continued to collect information in preparation for submission of the application for development consent. In doing so, we are considering how potential effects may be addressed.

An Environmental Impact Assessment (EIA) process is ongoing and is being used to identify any likely significant effects arising as a result of Sizewell C. Where necessary, our design is being refined or mitigation measures developed to reduce the significance of these effects. The outcomes of the EIA will play a key role in finalising our proposals. A full Environmental Statement (ES) and non-technical summary will be submitted as part of our application for development consent, which will be available for you to read once our application has been accepted.

PEI related to the updates and new proposals is available in the Stage 4 Consultation Document. PEI for the Stage 3 proposals can be found in Volume 1, Chapter 4 and Volume 2 of the Stage 3 Consultation Document.

# 2. Sizewell C power station

We plan to build and operate a new nuclear power station in Suffolk on land immediately to the north of the Sizewell B power station, adjacent to an area that has had nuclear power stations operating since 1966. Should we receive the necessary consents, we expect construction of the power station to take between 9 and 12 years.

The permanent components of Sizewell C would be:

- > two UK EPR™ reactor units made up of reactor and associated buildings, plant and infrastructure, and turbine halls and electrical buildings;
- > fuel and waste facilities, including interim storage for radioactive waste and spent fuel;
- > an operational service centre (including offices), a training building, and ancillary office and storage buildings;
- > a cooling water system and combined drainage outfall in the North Sea;
- > drainage and sewerage infrastructure;
- > transmission infrastructure including 400kV overhead lines and **pylons** , a National Grid 400kV substation and associated modifications to the existing National Grid transmission lines;
- > a backup power source and emergency response equipment store at Upper Abbey Farm;
- > internal roads, a causeway to cross the Sizewell Marshes Site of Special Scientific Interest (SSSI), an access road linking the SSSI crossing with a **new roundabout**  onto Abbey Road (B1122), car parking, and a vehicle search area;
- > sea defences and a beach landing facility;

- > a helipad for infrequent use by Sizewell B and Sizewell C, replacing the existing emergency landing site at Sizewell B on the outage car park;
- > an access road including a new roundabout to join the B1122; and
- > landscaping of the areas to be restored following use during construction.

## Temporary components

Construction of Sizewell C would also require the following temporary developments on the main site:

- > construction working compounds (parking, laydown areas, working areas, and related works and structures);
- > an induction centre, site offices, and temporary structures, including a concrete batching plant;
- > temporary rail infrastructure (for the rail-led and integrated strategies);
- > site access, construction roads, fencing, lighting, security features, landscape bunds and screening;
- > temporary spoil management areas, including borrow pits and stockpiles;
- > public access works, including permanent and temporary closures and diversions of **public rights of way** ;
- > water management zones, utilities and services infrastructure; and
- > an accommodation campus.

More detail on the permanent and temporary main development site works and related environmental studies can be found in the Stage 3 Consultation Document.

## Changes since Stage 3

While the boundary of the main development site would remain broadly the same as shown at Stage 3 consultation, there are some minor proposed changes to allow for updated proposals or as a result of discussions with landowners. The location map on the inside front cover shows the proposed boundary of the main development site.

## Site access: roundabout and approach roads

A new, permanent, two-lane access road with a segregated route for cyclists and pedestrians would link Sizewell C to the B1122. This would be the main route to bring workers and materials onto the site during construction and the main access for Sizewell C when operational.

Our proposal, unchanged since Stage 3 consultation, is that a roundabout would link the access road with the B1122. Feedback from Suffolk County Council (SCC) included a preference for the speed limit through the roundabout to be 40mph, rather than the 30mph design proposed at Stage 3. We are now proposing to extend the development boundary to allow for a larger roundabout if needed (see Chapter 5 of the Stage 4 Consultation Document for more detail). We are assessing the environmental impacts of this change, including on woodland, Greenhouse Plantation, and Leiston Abbey, and will take steps to minimise the impact.

 Highlights a change to this element since Stage 3

## Electricity pylons

At Stage 3 we proposed four pylons to export electricity generated by Sizewell C via overhead lines to the National Grid substation. In recent months, National Grid has been examining our proposals and refining the design. This has resulted in a proposed extension of the development boundary to include the full area underneath the overhead lines to allow the works to be carried out.

We are also seeking feedback on two options we have developed for minimising the visual impact of the pylons (see Chapter 5, Stage 4 Consultation Document for further detail):

- › **Option 1 (four pylons):** reducing the height of three pylons (excluding the northernmost pylon) by around 25%.
- › **Option 2 (five pylons):** reducing the height of all pylons by 25%, but with the requirement for an additional pylon near the SSSI crossing. This would be needed to ensure the overhead lines go around the emergency diesel generator building rather than over it.

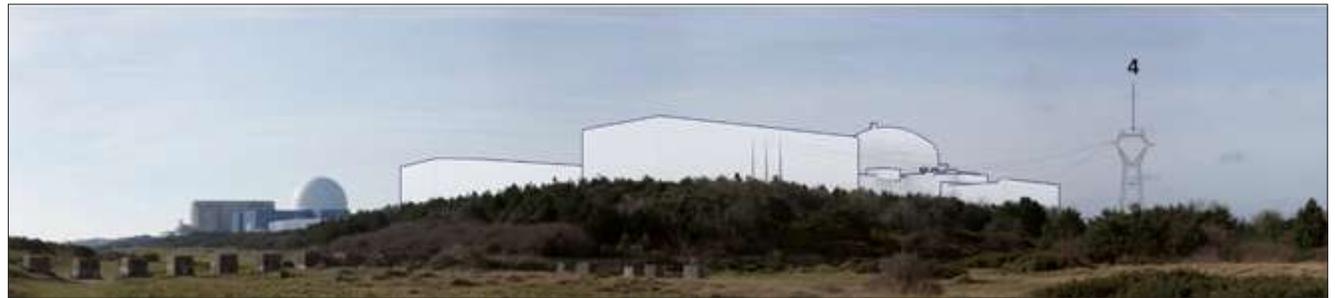


Fig 2.1: Option 1 - View from beach east of Goose Hill



Fig 2.3: Option 1 - View from Sandlings Walk at Goose Hill



Fig 2.3: Option 2 - View from beach east of Goose Hill



Fig 2.4: Option 2 - View from Sandlings Walk at Goose Hill



**Pylons**  
2 available options

## Public rights of way and Bridleway 19 diversion

We are continuing to work with SCC to develop appropriate diversion proposals where public rights of way (PROWs) must be closed - temporarily or permanently - to ensure public safety during construction and operation. Details of the affected PROWs can be found in the Stage 3 Consultation Document.

Bridleway 19 currently runs through what would be the main construction area for Sizewell C. It would be diverted throughout the construction phase onto a single 3m-wide route, surfaced to bridleway standards and with waiting boxes at crossing points. While the route remains broadly the same as at Stage 3, we are now proposing to include more land to allow for improvements including a footpath linking the caravan site to the main construction site, a design change reducing the number of crossings users would need to make, and a wider development corridor (see Chapter 5, Stage 4 Consultation Document for further detail).

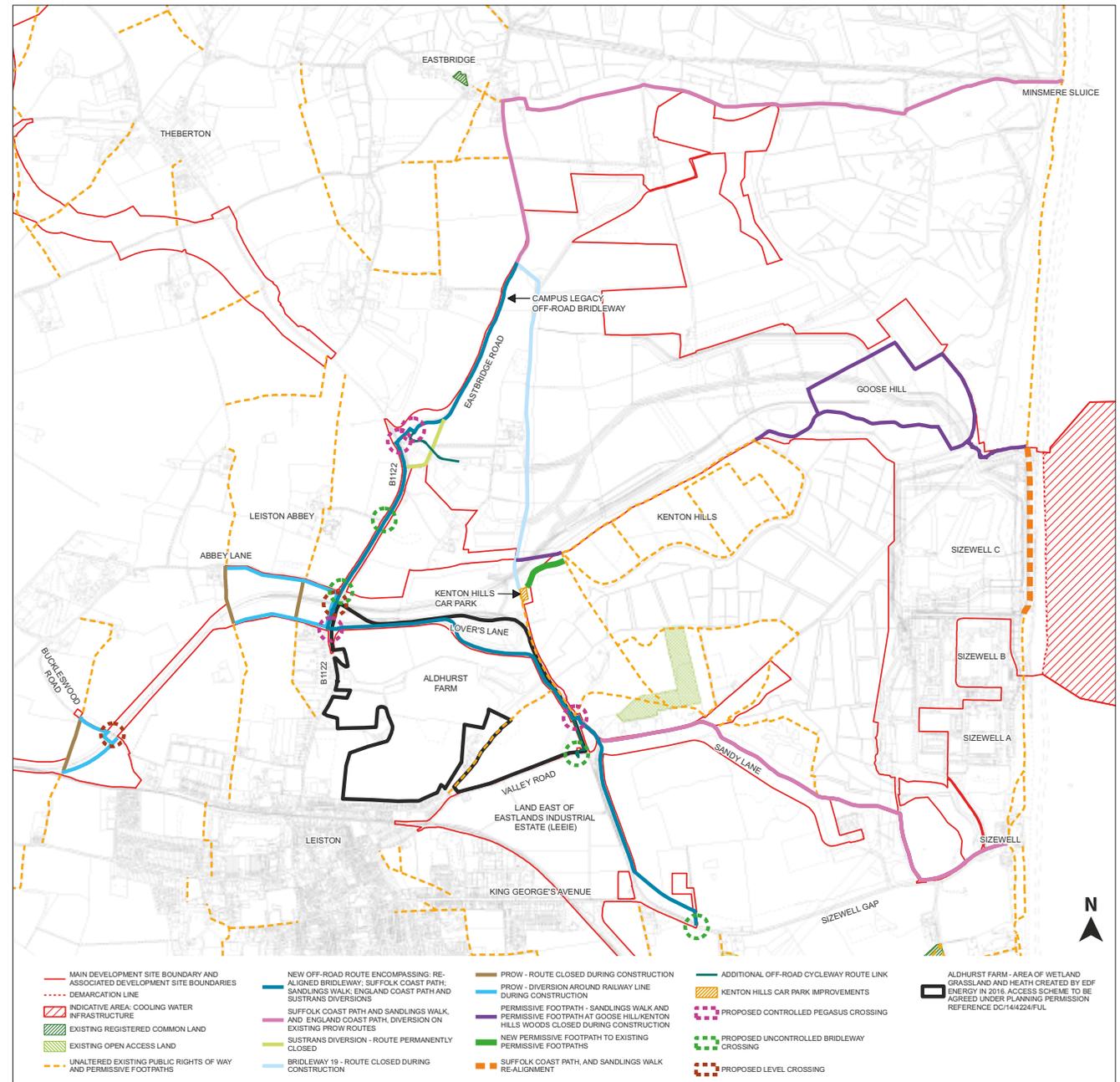


Fig 2.5: Public rights of way and access strategy - construction phase

## Additional land for mitigation

Construction of the power station would have an impact on the surrounding environment. We have created a new wildlife habitat at Aldhurst Farm, Leiston, to benefit people and wildlife, and to help compensate for any future potential land-take from the Sizewell Marshes Site of Special Scientific Interest (SSSI). In response to feedback from Stage 3 consultation and further technical and environmental work, we are also now proposing to include additional land for mitigation within the development boundary, including:

- › Kenton Hills car park - for improvements to the car park as well as the access into the Kenton Hills woodland. For more information see Chapter 5, Stage 4 Consultation Document.
  - › Three additional potential sites (see location map on inside front cover) to support the marsh harrier breeding population in case our current work to establish habitats on the EDF Energy estate does not provide sufficient foraging area. Works to create the habitats would be similar to normal farming operations. It is unlikely that all three sites will be needed in their entirety. The proposals will be refined further prior to our application for development consent. For more information see Chapter 5, Stage 4 Consultation Document.
  - › Two potential sites (see location map on inside front cover) to compensate for the loss of fen meadow habitats from the SSSI. Further assessment will determine the viability of each site, including the need for any engineering operations to modify existing landforms, soils and raise water levels where necessary. Any such works are likely to involve a small amount of equipment, such as a single excavator. It is unlikely that both sites will be needed in their entirety. The proposals will be refined further prior to our application for development consent. For more information see Chapter 5, Stage 4 Consultation Document.
- › Around 90,000 cubic metres of replacement floodplain in two locations to mitigate for losses due to the construction and operation of the SSSI crossing. The locations of the flood compensation areas are within the main development site. The flood compensation areas would be permanent features with a naturalistic design. Any wetlands created would remain after construction is complete. For more information see Chapter 5, Stage 4 Consultation Document.

# 3. Accommodation and transport

Building Sizewell C would involve the daily movement of large numbers of construction workers and significant amounts of materials and equipment. Our proposals include mitigation measures to limit potential effects on local communities and the environment.

Throughout the Stage 3 consultation period, we continued work and detailed assessments of our proposals for moving people and freight. Along with feedback from Stage 3 consultation, working closely with Network Rail, and learning from construction at Hinkley Point C, this has resulted in changes to some proposals and the emergence of a new option for the movement of freight.

We continue to propose the following as part of our accommodation and transport strategies (see Stage 3 Consultation Document for details):

- > a single, on-site accommodation campus for 2,400 workers including self-contained rooms, a canteen/restaurant and kitchen facilities, a launderette/laundry service, a shop, bars and recreational areas, a gym, parking spaces for around 1,500 cars, refuse stores, utilities (including a water treatment plant), site security, fencing, a perimeter road, and appropriate lighting;
- > off-site sports facilities, including a full-sized synthetic sports pitch and two multi-use games areas, on land between Leiston Leisure Centre and Alde Valley Academy, with **proposed amendments** to the development boundary included at Stage 4 (see Chapter 5, Stage 4 Consultation Document);
- > a caravan site of around 400 pitches on land east of Eastlands Industrial Estate (LEEIE), available in the early years before the campus is established and retained throughout construction as an option for workers;

- > use of the existing rail terminal known as Sizewell Halt or construction of a new rail siding or **spur on LEEIE** as well as rail branch line upgrades and level crossings works, with the boundary amended since Stage 3;
- > a beach landing facility that would also remain for occasional use during operation;
- > a road-led or rail-led approach to moving freight, along with a new, additional, **integrated strategy** proposed at Stage 4 (see Chapter 3, Stage 4 Consultation Document);
- > a freight management facility to serve as a holding area for HGVs, helping to regulate timing and flow of vehicles to the main development site under the road-led and integrated strategies;
- > two park and ride facilities at key locations on the A12 to reduce the amount of traffic generated by the construction workforce on local roads, with some proposed **minor amends** since Stage 3 (see Chapter 6, Stage 4 Consultation Document);
- > direct bus services to the construction site from Ipswich, Lowestoft, and Leiston, as well as to and from Saxmundham station;
- > working patterns planned to minimise the number of workers travelling at peak times;
- > HGV management strategies including an electronic web-based Delivery Management System to allocate HGV delivery slots and ensure compliance with agreed controls and limits, use of mandatory routes for Sizewell C HGV construction traffic, enforced with the use of Automatic Number Plate Recognition (ANPR) cameras, and temporary holding or controlled release of HGVs from the Sizewell C site; and

- > road improvements where necessary to mitigate the impact of construction traffic, with some **minor improvements** proposed at Stage 4 (see Chapter 6, Stage 4 Consultation Document).

Along with the new, integrated option for the movement of freight, our proposed development boundary changes and minor updates are outlined in the following pages, and detailed, with related environmental information, in the Stage 4 Consultation Document. For ease of comparison, we have included all three freight management strategies in the following pages.

## Transport - movement of freight

In developing our freight management strategies, we have aimed to:

- > maximise use of rail infrastructure while avoiding disruption of existing passenger services;
- > limit the impact of Sizewell C construction on the local highway network wherever possible; and
- > mitigate environmental impacts.

Learning from Hinkley Point C has shown that Sizewell C could be built with fewer HGVs on the busiest day than previously predicted. The 'busiest day' numbers at Stage 4 have been reduced since Stage 3 - where the assumption was that they would be twice the 'typical day' numbers - to around 1.5 times the 'typical day' numbers. This reduction applies to all three freight movement strategies.

 Highlights a change to this element since Stage 3

In recent months we have worked closely with Network Rail to understand the constraints associated with moving freight by rail, particularly on the East Suffolk line, which has sections that are single-track. Network Rail has identified a number of risks to delivery of the infrastructure required for the rail-led strategy in time to meet the Sizewell C construction programme. In order to maximise use of rail that is deliverable within our control and ensure mitigation measures are in place for the communities most affected, we have developed an additional option for freight management.

We are now considering three options for the movement of freight - the rail-led and road-led strategies presented at Stage 3, and a new integrated strategy being presented in our Stage 4 consultation.

Figure 3.1 shows a comparison of the features of each of the three proposed strategies (see Stage 3 and Stage 4 Consultation Documents for more detailed information and environmental studies). An outline of each feature is included over the following pages, with symbols indicating to which strategies they belong. The three strategies we are considering are:

> **A rail-led strategy** (part of our Stage 3 proposals)



providing direct access into the main site for five trains a day (10 movements) along a proposed new rail route (known as the green rail route), together with road improvements including a bypass of Theberton and improvements to the junction of the B1122 with Mill Street (reducing the road level to the west of the junction to improve visibility and help traffic exiting Mill Street). In the early years while the green rail route is being constructed, there would be up to two trains a day travelling to either Sizewell Halt or a new rail siding or spur on LEEIE. The strategy would require refurbishment of the branch line, new rail infrastructure on the East Suffolk line (a passing loop, a track crossover to allow these trains to travel during the day without affecting passenger trains, and up to 45 upgrades or closures of level crossings on the main line and branch line). For further details and environmental information, please see Volume 1, Chapter 5 and Volume 2, Chapters 3 and 4 of the Stage 3 Consultation Document.

> **A road-led strategy** (part of our Stage 3 proposals) would



include up to two trains a day (to Sizewell Halt or a new rail siding or spur on LEEIE) throughout construction but we would not build the green rail route or undertake works to the East Suffolk line. Instead, we would construct a new Sizewell link road from the A12 to the B1122 east of Theberton (either as a temporary route during construction or as a permanent road) to relieve the B1122, Middleton Moor and Theberton of traffic. This strategy also includes a freight management facility, near Ipswich, which would serve as a holding area for HGVs, regulating the timing and flow of vehicles to the Sizewell C main development site. For further details and environmental information, please see Volume 1, Chapter 5 and Volume 2, Chapters 3 and 4 of the Stage 3 Consultation Document.

> **An integrated strategy** (a new proposal in our Stage 4 consultation) combining elements of both the rail-



led and road-led strategies. It would provide direct access into the main site for three trains a day (six movements) along the green rail route off the Saxmundham - Leiston branch line. One of these movements would be during the day and five overnight (travelling straight from the East Suffolk line to site without being held outside of Leiston). Three trains at peak would require refurbishment of the branch line and upgrades to level crossings on that line, but no rail infrastructure works or level crossing closures or upgrades on the East Suffolk line. In the early years while the green rail route is being constructed, there would be up to two trains a day travelling to either Sizewell Halt or a new rail siding or spur on LEEIE. We would also provide road improvements including the Sizewell link road and a freight management facility, near Ipswich. For further details and environmental information, please see Chapter 3 of the Stage 4 Consultation Document.



**Movement of freight**

3 alternative strategies

	PAGE			
<b>RAIL PROPOSALS</b>				
Sizewell Halt or rail siding or spur at LEEIE for early years	11	✓	✓	✓
Saxmundham to Leiston branch line upgrades and level crossings works	12	✓	✓	✓
Green rail route to the temporary construction area	12	✓	✓	
East Suffolk line upgrades and level crossing works	12	✓		
<b>ROAD IMPROVEMENTS</b>				
A12 - Two village bypass	13	✓	✓	✓
A12/B1122 - Yoxford roundabout	14	✓	✓	✓
B1122 - Theberton bypass	15	✓		
B1122 - Sizewell link road	16		✓	✓
Other minor road improvements	17	✓	✓	✓
<b>Other features</b>				
Freight management facility	12		✓	✓
Beach landing facility	12	✓	✓	✓
<b>Operational hours and potential</b>				
HGV operational hours	07:00 - 23:00	Potential for extended hours		
HGVs - typical day (number of movements)	225 (450)	325 (650)	375 (750)	
HGVs - busiest day (number of movements)	350 (700)	500 (1,000)	575 (1,150)	
Trains per day (up to) (number of movements)	5 (10)	3 (6)	2 (4)	

Fig 3.1: comparison of freight management strategies

## Rail proposals

### > Sizewell Halt or rail siding or spur at LEEIE for early years



known as Sizewell Halt or a new rail siding or spur on LEEIE for freight deliveries in the early years of

construction. Under the road-led strategy, the proposal for two trains a day will continue throughout the construction phase. We are now considering a third option (in addition to the two presented at Stage 3) for development at LEEIE:

- **Option 1:** reconfiguration of the existing Sizewell Halt rail terminal on the branch line to accommodate longer trains, and 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 adjacent to the existing branch line in the land east of Eastlands Industrial Estate;

- **Option 3:** a new rail spur located more centrally within the LEEIE, allowing longer trains to be used and more freight to be delivered per train. The railway track would have a straighter alignment compared with Option 2 and would avoid the need to cross King George's Avenue (Option 1).



### Sizewell Halt or new rail siding or spur

3 available options



Fig 3.2: LEEIE - Option 1: Sizewell Halt



Fig 3.3: LEEIE - Option 2: Rail Siding



Fig 3.4: LEEIE - Option 3: Rail Spur

> **Saxmundham - Leiston branch line upgrades and level crossing works** - All three options would require



track upgrades to the Saxmundham to Leiston branch line. Nine level crossings between the Saxmundham junction and Sizewell Halt would also need to be upgraded. There is no change to the nature of the works proposed at Stage 3, however we are now proposing to **include the entirety of the branch line**  within our development boundary to enable either EDF Energy or Network Rail to do the upgrades.

> **Green rail route to the temporary construction area**



- The green rail route is a proposed new rail route off the Saxmundham - Leiston branch line. Once construction is complete, the green rail route would be removed and the land on which it was located would be restored.

> **East Suffolk line upgrades and additional level crossings works** - Significant improvements to the East



Suffolk line - including a passing loop at a location between Melton and Wickham Market stations and a track crossover at Saxmundham - would be needed under the rail-led strategy. Upgrades of 33 level crossings as well as closures and diversion of 12 others would also be needed.

## Freight management facility



We are proposing a freight management facility near Ipswich to serve as a holding area for HGVs, helping to regulate timing and flow of vehicles to the main development site. It would be a secure facility accommodating up to 150 parking spaces for HGVs, along with toilets, a rest room, and administration and security offices. Landscape planting would form part of the design and we would maintain a 5-10m buffer between buildings and the site boundary.

We are still considering two sites - known as Seven Hills and Innocence Farm, both located in the vicinity of the A12/A14 junction - for the freight management facility (please see Volume 3, Chapter 15 of the Stage 3 Consultation Document for further information).

We are consulting on some minor **proposed changes**  to both sites at Stage 4:

- > Seven Hills - an extension to the development boundary to include a section of Felixstowe Road, a reduction to exclude an existing drainage feature along the A14, and other changes to align more accurately with land ownership boundaries.
- > Innocence Farm - relocation of the site access for improved visibility and an extension to the development boundary along the A14.

Further details on these changes and related environmental information are available in Chapter 6 of the Stage 4 Consultation Document.

## Beach landing facility



A beach landing facility would be used throughout the construction phase to remove the need for particularly heavy and oversized loads to be taken on the road network. It would be designed for use by barges, loaded with deliveries elsewhere, which would be towed to the coast, and moored in position before the barge is beached. The abnormally large deliveries would be transported to site along an access road.

The beach landing facility would be a permanent feature, remaining in place for the handling of abnormally large deliveries during the construction and operational phases of the power station. Further details and environmental information on the beach landing facility are available in the Stage 3 consultation documents. No changes to the beach landing facility are proposed in the Stage 4 consultation.

 Highlights a change to this element since Stage 3

## Road improvements

### A12 two village bypass



We are proposing a bypass of Farnham and Stratford St Andrew (a two village bypass) to significantly reduce the

traffic passing through the narrow bend at Farnham. The single carriageway road would leave the A12 to the west of Stratford St Andrew via a new roundabout near Parkgate Farm, following the route shown on Figure 3.5, and re-join the A12 with a roundabout to the east of Farnham at the A12/A1094 Friday Street junction. This remains unchanged since Stage 3 consultation; however, in this Stage 4 consultation we are proposing some minor changes in response to feedback and our further environmental studies (see Chapter 6 of the Stage 4 Consultation Document). This would require amendments to the proposed **development boundary** to allow:

- › repositioning of the western roundabout so it is further away from Red House Farm;
- › accommodation of farm traffic and bicycles travelling along the national cycle route across the A12 along Tinker Brook. This boundary change also avoids encroachment into Stratford Plantation which has historic parks and gardens designation;
- › exclusion of the north-west corner of Foxburrow Wood which will not be affected;
- › additional land for construction of the proposed pedestrian, cyclist, and equestrian bridge at Farnham Hall track;
- › a 4.5m cutting, a public rights of way ramp, and a 2.5m embankment to significantly reduce impacts for properties near to Farnham Hall; and
- › sufficient space for the north eastern roundabout and a revised drainage strategy developed following feedback from the local community.

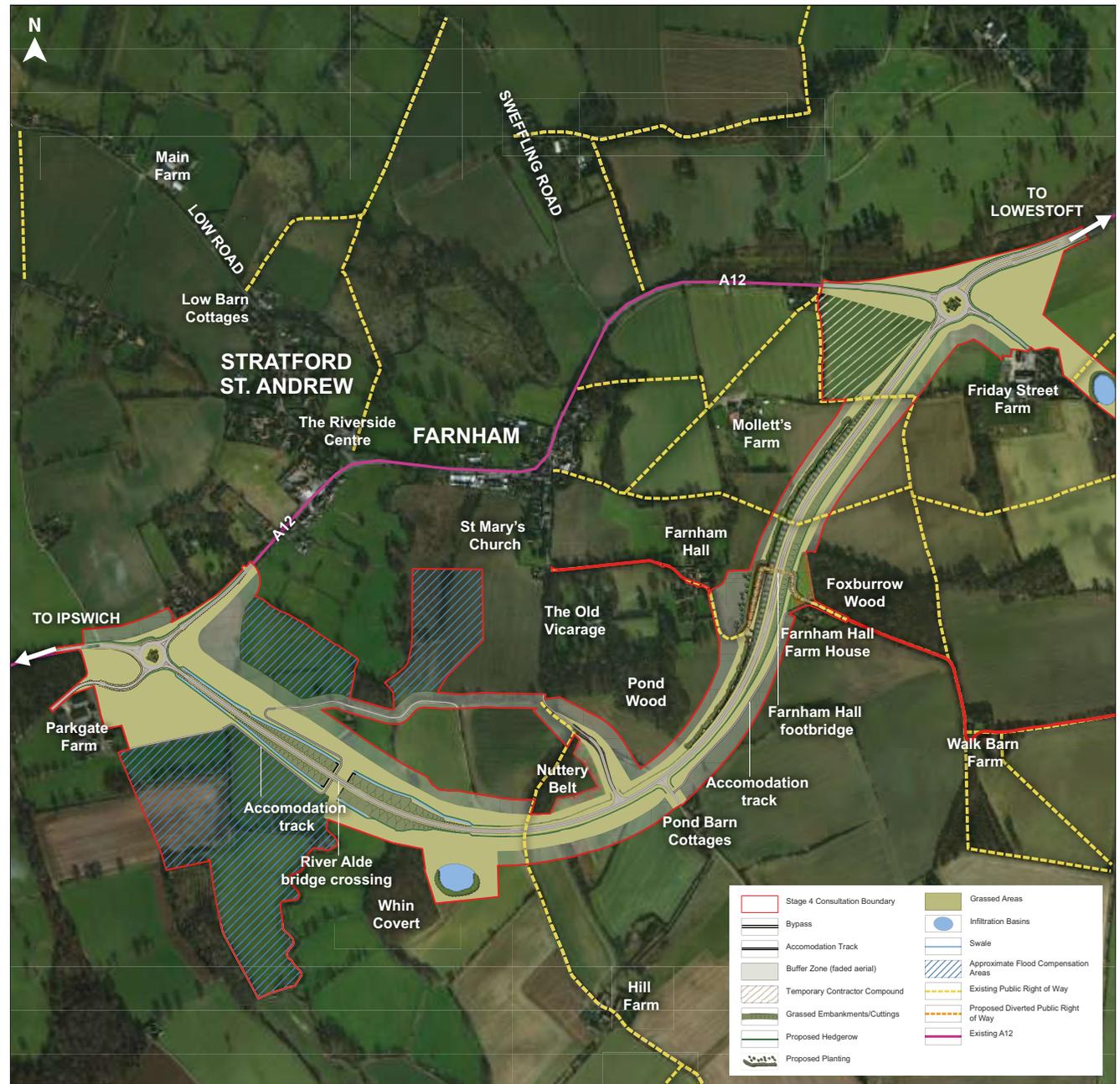


Fig 3.5: Two village bypass masterplan

## A12/B1122 Yoxford roundabout



The B1122 would experience a significant increase in traffic as a result of Sizewell C. Our proposal to improve

the junction of the B1122 with the A12 at Yoxford is a roundabout. It would replace the existing priority junction and is considered to be safer and more efficient than signalling the existing A12/B1122 junction.

The proposed location of the **roundabout**  has changed since Stage 3. We are now proposing to locate it approximately 20m to the south east with a revised development boundary to the south of the site (see Figure 3.6). These changes will enable us to reduce traffic delays due to construction vehicles and avoid encroaching into the adjoining nature reserve. For more information, please see Chapter 6 of the Stage 4 Consultation Document.



 Highlights a change to this element since Stage 3

Fig 3.6: A12/B1122 Yoxford roundabout masterplan

## B1122 Theberton bypass



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, and end on the B1122 east of Theberton, close to the main site entrance (see Figure 3.7). In this Stage 4 consultation we have slightly amended the proposed **development boundary** shown at Stage 3 to include a section of Pretty Road and a public right of way. This will allow us to tie in the Pretty Road footbridge (for pedestrians, cyclists and horse riders) with the existing road and make physical improvements to these routes. Access for vehicles would be maintained from the west through a junction off Pretty Road. For further details, please see Chapter 6 of the Stage 4 Consultation Document.

The bypass would relieve the B1122 through Theberton of peak construction phase traffic, substantially reducing impacts associated with Sizewell C. It would be open for use by the general public during construction, relieving Theberton of through traffic.

At Stage 3 we proposed that the bypass would remain in place after construction is completed. At Stage 4, we are seeking your views on whether all or part of it should be a **temporary feature**, removed and the land restored once Sizewell C is operational.



Fig 3.7: Theberton bypass masterplan

## Sizewell link road



Under the road-led and integrated strategies, we are proposing a Sizewell link road from the A12 to the B1122. The route of the Sizewell link road would incorporate the design of the Theberton bypass, extending further to bypass Middleton Moor, and joining the A12 south of Yoxford (see Figure 3.8). It would substantially reduce Sizewell C traffic volumes passing through Yoxford, Middleton Moor and Theberton, reducing noise, vibration and severance impacts for the residents of these villages. At Stage 4 we are consulting on whether some

or all of the Sizewell link road should be removed and the land restored once Sizewell C is operational.

Traffic travelling from the south (Ipswich) on the A12 will turn onto the Sizewell link road prior to Yoxford, thereby avoiding the village. Traffic travelling from the north (Lowestoft) will use the proposed new roundabout A12/B1122 junction and follow the B1122 for a short distance before accessing the Sizewell link road from a new roundabout located to the west of Middleton Moor. The existing B1122 would remain open but would largely be used to access Theberton, Middleton Moor, and properties fronting the existing road.

We are proposing some minor changes to parts of the **development boundary** for Sizewell link road to:

- > create a junction onto the Sizewell link road at Fordley Road to replace the Littlemoor Road junction proposed at Stage 3. During construction of the Fordley Road connection, all local road users would be diverted via Littlemoor Road. This will be a temporary diversion during the construction of the Sizewell link road compared to the permanent diversion presented in Stage 3;



Fig 3.8: Sizewell link road masterplan

- > include land to the north of Trust Farm, allowing access to the farm's land to the north of the existing B1122; and
- > include a section of Pretty Road and a public right of way, allowing us to tie in the Pretty Road footbridge with the existing road (for pedestrians, cyclists, and horse riders) and make physical improvements to these routes. Access for vehicles would be maintained from the west through a junction off Pretty Road. During the construction of the Pretty Road footbridge and the connection to Sizewell link road (from the west side), Pretty Road would be closed west of the Theberton Hall access and all users would be diverted via Moat Road or Hawthorn Road.
- > For more information on the development boundary changes and related environmental information, please refer to Chapter 6 of the Stage 4 Consultation Document.

At Stage 3 we proposed that the Sizewell link road would remain in place after construction is completed. At Stage 4, we are seeking your views on whether all or part of it should be a **temporary feature** , removed and the land restored once Sizewell C is operational.

## Other road improvements



At Stage 4 we continue to propose a number of other road improvements - mainly changes to signage, road markings, and vegetation maintenance to improve safety - at key junctions (see Stage 3 consultation documents for details). While our Stage 3 proposals for the B1078/B1079 east of Easton and Otley College, and the A12/A1094 Friday Street, north of Farnham remain unchanged, some **minor changes**  are proposed at:

- > A140/B1078 west of Coddendam - development boundary changes to allow for additional signage.
- > A12/A144 south of Bramfield - development boundary changes to reduce the impact on Stone Cottage and on residential gardens to the south east of the junction.
- > A12/B1119 Saxmundham - development boundary changes to increase flexibility as detailed design work progresses.
- > A1094/B1069 south of Knodishall - development boundary changes to allow for speed limit signs at an appropriate distance from the junction.

For further details, see Chapter 6 of the Stage 4 Consultation Document.



For the rail-led strategy only, we continue to propose improvements to the junction of the B1122 with Mill Street by reducing the road level to the west of the junction to improve visibility for traffic on the B1122 and help traffic exiting Mill Street. There are no changes to this proposal since Stage 3.

Further details and related environmental information are available in the Stage 3 consultation documents.

## Transport - movement of people

Reducing the amount of additional traffic generated by the movement of the construction workforce remains a key part of our transport plans.

### Park and ride

We continue to propose two park and ride sites on the A12 to intercept traffic coming from the north and south (see Stage 3 consultation documents for more details). Both sites would have:

- > parking for around 1,250 cars (40 of which would be accessible spaces and 10 would be pick-up only spaces), 10 minibuses/buses/vans, 80 motorcycles, and around 20 bicycles;
- > a secure bus terminus and parking, shelters, a welfare building (comprising toilets, bus drivers' rest room, security and administration offices), a security building and security booth, with buildings likely to be single storey;
- > sensitive lighting that will seek to limit the potential impact of light pollution; and
- > on-site soil storage to support site restoration when the facility is no longer needed.

Our proposed locations for the park and ride facilities - Darsham in the north and Wickham Market in the south - remain, however we are proposing some minor changes since Stage 3 consultation.

 Highlights a change to this element since Stage 3

## Northern park and ride - Darsham

The proposed site is located west of the village of Darsham and has been designed, as far as possible, to keep buildings near to the existing built-up area and railway station (see Figure 3.9).

**Updates** to our proposals since Stage 3 consultation include:

- > a slightly larger roundabout; and
- > changes to the development boundary to more closely align with land ownership boundaries.

Further details on these changes and related environmental information are available in Chapter 6 of the Stage 4 Consultation Document.



Fig 3.9: Northern park and ride (Darsham) masterplan

## Southern park and ride - Wickham Market

Our proposed site for the southern park and ride is to the north-east of Wickham Market (see Figure 3.10).

**Updates** ✓ to our proposals for the Wickham Market site since Stage 3 consultation, include:

- > minor changes to the development boundary to more closely align with ownership boundaries;
- > extension of the development boundary to include the B1078/B1116 roundabout to allow for pedestrian/cycle improvements within the highways land if necessary; and
- > extension of the development boundary to the south to provide additional space for road marking and signage.

Further details on these changes and related environmental information are available in Chapter 6 of the Stage 4 Consultation Document.

## Wickham Market mitigation

At Stage 3 we proposed two options to mitigate potential delays on the B1078 between Border Cot Lane and the River Deben bridge that may occur as a result of the southern park and ride (see Stage 3 consultation documents for details).

Following feedback at Stage 3, we are now also considering **an alternative approach** ✓ of working with the Parish Council to bring forward a public realm improvement scheme within the public highway which would represent the first phase of implementation of the Neighbourhood Plan. This would consider footpath and pedestrian crossing provision as well as the best location of on-street parking to meet demand and minimise delay to through traffic. The scheme would provide a legacy benefit to Wickham Market.



Fig 3.10: Southern park and ride (Wickham Market) masterplan

# 4. Additional information and next steps

## UK EPR™ technology

The UK EPR™ marks significant progress towards sustainability. It has been designed to use less uranium and produce almost a third less long-lived radioactive waste compared with water reactors in operation today. The spent fuel and intermediate level radioactive waste would be kept on-site until a national geological disposal facility becomes available. Low-level waste would be treated on-site to limit its volume and, after appropriate conditioning and packaging, it would be removed for disposal.

The UK EPR™ meets the most stringent safety standards, having gone through the UK's rigorous, four-year ONR Generic Design Assessment (GDA) process. For more information on GDA see: [www.onr.org.uk/new-reactors](http://www.onr.org.uk/new-reactors).

At the end of its electricity generation lifetime, Sizewell C would be decommissioned in a process likely to take about 20 years and requiring consent from the Office for Nuclear Regulation (ONR) before it can take place. However, the interim spent fuel store would continue to operate until a national geological disposal facility is available and the spent fuel is ready for disposal.

## Purchase of land

As part of this consultation, EDF Energy will continue consulting with land owners whose land would need to be acquired to deliver the proposals. EDF Energy is committed to acquiring all interests in land by private agreement wherever possible. However, in the event that negotiations with some land owners are unsuccessful, EDF Energy would propose to acquire land via compulsory purchase and will seek the necessary powers in the application for development consent over all third party land required for the development.

## Project benefits

The impacts of the Project overall will be overwhelmingly positive. Sizewell C would aim to replicate and build on the benefits of Hinkley Point C. The benefits of Sizewell C will include:

- › up to 8,500 workers (7,900 on the main development site and 600 on the associated development sites), comprising approximately 25,000 roles on the main development site during the construction phase, as well as 900 new jobs once the station becomes operational;
- › a minimum target of 1,000 apprentices;
- › apprentice schemes to link the south-west (i.e. the location of Hinkley Point C) and the east (i.e. the location of Sizewell C) of England;
- › continuing work with Suffolk colleges and businesses to maximise the opportunities for their involvement in Sizewell C;
- › aiming to meet the nuclear sector target of a 40% female workforce; and
- › maximising the opportunities arising from at least £100 million a year entering the regional economy during peak construction and £40 million per year during its 60 years of operation.



Fig 4.1: EPR nuclear power plant

In all areas of work at Sizewell C there will be jobs and progression routes for local and regional people to develop into supervisor and management roles on the project. We will support an education, skills and employment programme specifically to ensure that a maximum number of local people benefit from opportunities on the project.

Figure 4.2 shows the types of jobs that will be available through the different phases of Sizewell C construction. Roles during the main phases of construction include:

- › **Long-term** - with over 1,700 life-of-project roles available, including more than 700 high level security officers and drivers, and over 600 operations support, administrator, and document controller roles, there are excellent opportunities for returners to work and adult 're-skillers'. Investment in their training will take place following development consent and subsequent investment decision.
- › **Earthworks/enabling** - includes a need for more than 1,900 people, including 650 construction general operatives. These roles will build on construction skills already prevalent in the local area and act as a route into the civil construction phase. Many of the qualifications required are already catered for by further education colleges in the region and will provide an excellent 'spring board' for local people who want to develop

a sustainable career in construction or civil engineering. There will also be a requirement for plant roles including more than 300 excavator operators. Training for Heavy Plant is not commonly found in Suffolk. If the region is to plan and provide for such skills, investment is likely to be needed in this area.

- › **Civil construction** - requires over 2,300 roles, including more than 800 steel fixers, 450 lifting operations technicians, over 450 qualified supervisors, and more than 225 site technicians and graduate engineers. All of these roles require training implementation at or before the start of construction in order to offer significant and sustainable opportunities for local people.
- › **Mechanical, electrical, and air conditioning** - has a need for more than 3,300 roles, including 490 welders, 800 electricians, 600 engineers, and 300 cable installation workers. While this phase presents a significant challenge as there is a UK-wide skills shortage in this area, there is also an excellent opportunity to transfer and develop the training offer from Hinkley Point C to the East of England and broaden the pool of the local and regional workforce in these high demand areas. Training investments are likely to be required up to three years ahead of need if the region is to capitalise on these opportunities.

## Delivering our commitments and obligations

Throughout the development process, we have put mitigation and compensation at the heart of Sizewell C, embedding environmental principles into our proposals. This has enabled us to identify how negative impacts can be avoided or reduced, and how positive impacts can be further enhanced.

We are completing our environmental assessments to ensure that the mitigation and compensation measures identified in our application for development consent achieve the economic benefits that Sizewell C can deliver, whilst respecting environmental, economic and social concerns. Assessment within our Environmental Impact Assessment (EIA) will be done against an upper estimate to ensure we identify all potential significant impacts and ensure any mitigation and/or compensation would be sufficient to address these.

## Next steps

Following Stage 4 consultation we will consider all responses and any additional comments on the Stage 3 proposals. We will use them - along with further environmental and modelling assessments, continued engagement with statutory authorities and others, and lessons from Hinkley Point C - to prepare and submit our application to the Planning Inspectorate (PINS) for development consent for Sizewell C.

PINS will examine the application and make a recommendation to the Secretary of State who will ultimately determine whether development consent is granted. As part of that process, PINS will encourage the submission of views from interested parties on the proposals. The application will be largely examined in writing, but it is likely that a series of open floor and issue-specific hearings will be held so that PINS is made fully aware of all views.



Fig 4.2: Examples of the skills we need throughout the build

If you need help to understand this information in another language please call [0800 197 6102](tel:08001976102).

#### 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 zaadzwoń na podany poniżej numer 0800 197 6102.

#### Bengali

এই লেখাটি যদি অন্য ভাষাতে বুঝতে চান তাহলে নিচের নম্বরে ফোন করুন 0800 197 6102.

#### 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.

If you would like this information in another format, including audio or large print, please call [0800 197 6102](tel:08001976102).

[edfenergy.com](http://edfenergy.com)

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### Q11. Stage 3 proposals

We will take all consultation responses to Stage 3 and Stage 4 into account before finalising the proposals for which we will submit an application for development consent. If you commented at Stage 3 and your views have not changed, there is no need to re-submit your feedback as all Stage 3 and Stage 4 comments will be considered before we finalise our proposals and submit an application for development consent.

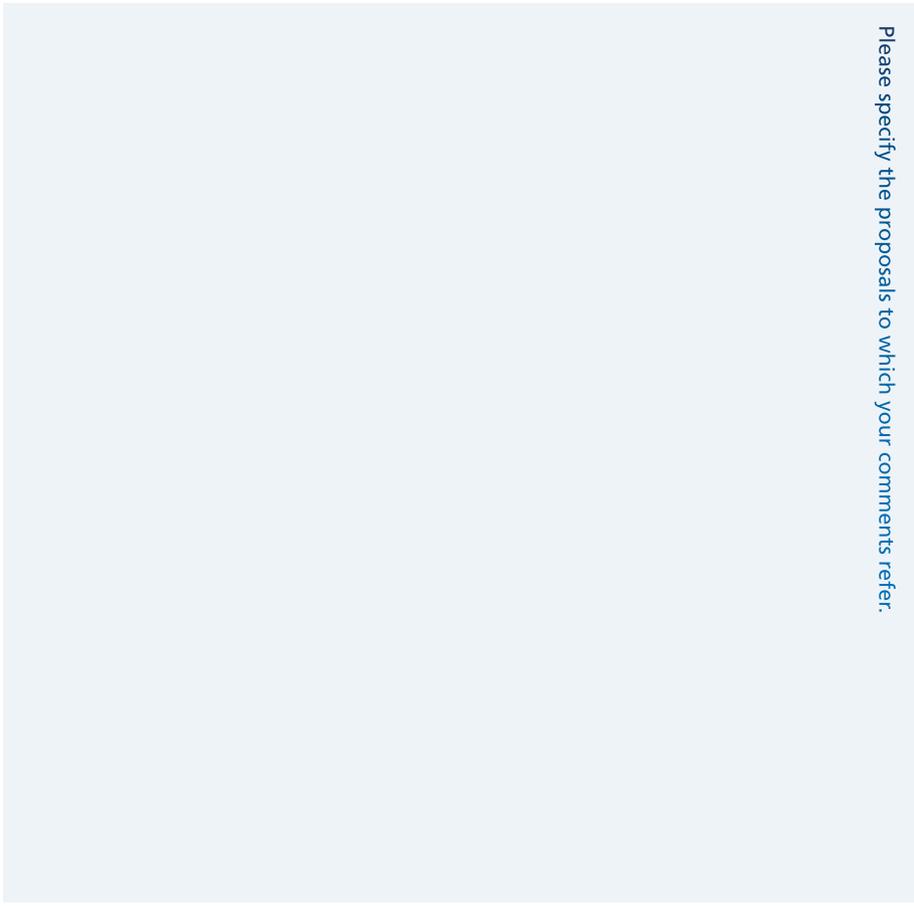
Please provide any comments you wish to make about Stage 3 in the box, or if you prefer, by filling in the Stage 3 questionnaire available online at [www.sizewellc.com](http://www.sizewellc.com) or by calling **0800 197 6102** for a hard copy.

Please specify the proposals or options to which your comments refer.

### Q9. Park and ride

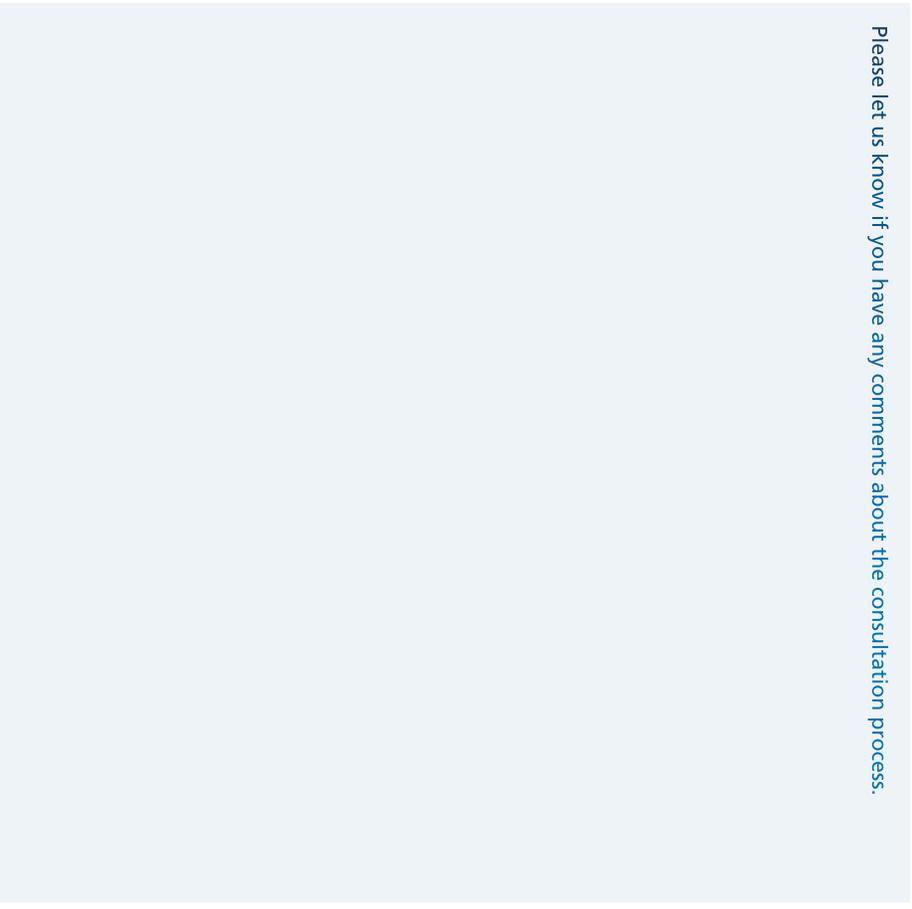
What are your views on our amended proposals for the park and ride sites (see pages 18 and 19), including the alternative approach to Wickham Market mitigation (see page 19)?

Please specify the proposals to which your comments refer.



### Q10. Consultation process

Please let us know if you have any comments about the consultation process.



### Q8. Sizewell Halt or rail siding or spur at LEEIE for early years

We are proposing to use the existing rail terminal known as Sizewell Halt or a new rail siding or spur on LEEIE for freight deliveries in the early years of construction (see page 11). Under the road-led strategy, the proposal for two trains a day will continue throughout the construction phase. We are now considering a third option (in addition to the two presented at Stage 3).

**Option 1:** reconfiguration of the existing Sizewell Halt rail terminal on the branch line to accommodate longer trains, and an overhead conveyor system to move material over King George's Avenue into land east of Eastlands Industrial Estate.

Appropriate

Inappropriate

Don't Know

**Option 2:** a new rail siding adjacent to the existing branch line in the land east of Eastlands Industrial Estate.

Appropriate

Inappropriate

Don't Know

**Option 3:** a new rail spur located more centrally within the LEEIE, allowing longer trains to be used and more freight to be delivered per train. The railway track would have a straighter alignment compared with Option 2 and would avoid the need to cross King George's Avenue (Option 1).

Appropriate

Inappropriate

Don't Know

Please explain your views.

### Q6. Transport: Sizewell link road and Theberton bypass

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 (see page 15) would run from a point between Middleton Moor and Theberton, and end on the B1122 east of Theberton. Under the road-led and integrated strategies, we propose a Sizewell link road (see page 16). It would incorporate the route of the Theberton bypass and extend further to also bypass Middleton Moor, joining the A12 south of Yoxford.

Please provide your views on whether some or all of Sizewell link road/Theberton bypass should be removed and the land restored once Sizewell C is operational.

### Q7. Road improvements

Please provide comments on the changes to any or all of our proposed road improvements, including the A12 two village bypass and others (see pages 13, 14, and 17).

Please specify the changes to which your comments refer.

### Q5. Transport: movement of freight

The construction of Sizewell C would require large volumes of bulk and other materials to be delivered to the main development site. We are considering three options for supporting the movement of construction materials needed for Sizewell C (see pages 9-10).

**A rail-led strategy:** providing direct access into the main site for five trains a day (via the proposed 'green rail route') along with a new road bypassing Theberton. The rail-led strategy would include the upgrade or closure of multiple level crossings, a passing loop - or section of double tracking - on the East Suffolk line at a location between Melton and Wickham Market stations, and a track crossover at Saxmundham. In the early years while the green rail route is being constructed, there would be up to two trains a day travelling to Sizewell Halt or new rail siding or spur on land east of Eastlands Industrial Estate (LEEIE).

Do you think this strategy is:

Appropriate  Inappropriate  Don't Know

**A road-led strategy:** providing a new Sizewell link road from the A12 to the B1122 east of Theberton, and a freight management facility to the east of Ipswich, along with two trains a day (travelling along the existing Saxmundham to Lesiston branch line to Sizewell Halt or new rail siding or spur on LEEIE) throughout construction.

Do you think this strategy is:

Appropriate  Inappropriate  Don't Know

**An integrated strategy:** providing direct access into the main site for three trains a day (via the proposed green rail route) along with the Sizewell link road, and a freight management facility to the east of Ipswich. In the early years while the green rail route is being constructed, there would be up to two trains a day travelling to either Sizewell Halt or a new rail siding or spur on LEEIE.

Appropriate  Inappropriate  Don't Know

Please explain your views.

### Q3. Sizewell C pylon options

At Stage 3 we proposed four pylons to export electricity generated by Sizewell C via overhead lines to the National Grid substation. We have also developed two options for minimising the visual impact of the pylons (see page 6):

**Option 1 (four pylons):** reducing the height of three pylons (excluding the northernmost pylon) by around 25%.

Appropriate

Inappropriate

Don't Know

**Option 2 (five pylons):** reducing the height of all pylons by 25%, but with the requirement for an additional pylon near to the SSSI crossing. This would be needed to ensure the overhead lines go around the emergency diesel generator building rather than over it.

Appropriate

Inappropriate

Don't Know

### Q4. Freight management facility

Please provide comments on the changes proposed to the two potential sites for the freight management facility (see page 12). Please specify the changes to which your comments refer.

Please explain your views.

Please explain your views.

## Q1. Sizewell C proposals

What are your views on EDF Energy's proposals to build a new nuclear power station, Sizewell C, and associated development?

## Q2. Main development site

Please provide comments on any or all of the changes proposed to the main development site (see pages 5, 7, 8, and 9). Please specify the changes to which your comments refer.

## Respond to the consultation



Complete a questionnaire:  
[www.sizewell.co.uk](http://www.sizewell.co.uk)  
*Or in hard copy and post it to our freepost address*



Post your written responses to  
**FREEPOST SZC Consultation**  
*(no stamp or further address required)*



Email your comments to  
[info@sizewell.co.uk](mailto:info@sizewell.co.uk)



Call freephone **0800 197 6102**  
during normal office hours.

## Privacy notice



Our privacy notice provides information on what personal data we will collect as part of this process, how we will collect it and what we will use it for. You can access our privacy notice at: <https://sizewell.edfenergyconsultation.info/privacy-policy> or you can request a paper copy by emailing: [dpo@edfenergy.com](mailto:dpo@edfenergy.com)

# Consultation Questionnaire

## Introduction

This questionnaire has been designed to be answered having read the information in our Stage 4 Consultation Summary Document, which is available at:

- > consultation exhibitions;
- > Sizewell C Information Office, 48-50 High St, Leiston IP16 4EW;
- > the Melton and Lowestoft offices of East Suffolk Council; and
- > a number of local libraries.

Or you can read the consultation documents - including the Stage 4 Consultation Document and Stage 4 Consultation Summary Document - and answer the questionnaire online at [www.sizewell.co.uk](http://www.sizewell.co.uk). All page references within this questionnaire relate to the Stage 4 Consultation Summary Document.

Our Stage 4 consultation is primarily intended to provide updates and give you a chance to comment on changes we are considering to different elements of our proposals as a result of continuing feedback and environmental studies. We would also like to hear your views on an alternative freight management strategy, which combines elements of the road-led and rail-led strategies we presented at Stage 3.

## Your details

Name

Email

Address

We are also continuing to consider the proposals and options set out in our Stage 3 consultation before deciding on the proposals for which we will seek development consent. We welcome your feedback on both our Stage 3 and Stage 4 proposals during the current consultation period.

We will take all consultation responses to Stage 3 and Stage 4 into account before finalising the proposals for which we will submit an application for development consent.

If you commented at Stage 3 and your views have not changed, there is no need to re-submit your feedback as all Stage 3 and Stage 4 comments will be considered before we finalise our proposals and submit an application for development consent.

Are you responding on behalf of an organisation?

yes  no

If so, which?

Job title