This document

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

<table>
<thead>
<tr>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marine-led Rail-led</td>
<td>Marine-led Rail-led</td>
<td>Road-led or Rail-led</td>
</tr>
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### Northern park and ride

<table>
<thead>
<tr>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1122 Yoxford Road Darsham A12/A144</td>
<td>Darsham A12/A144 (reserve)</td>
<td>Darsham</td>
</tr>
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</table>

### Southern park and ride

<table>
<thead>
<tr>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wickham Market Woodbridge Potash Corner</td>
<td>Wickham Market Woodbridge (reserve)</td>
<td>Wickham Market</td>
</tr>
</tbody>
</table>

### A12 at Farnham

<table>
<thead>
<tr>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic controls Road widening 1-village bypass</td>
<td>No change Road widening 1-village bypass 2-village bypass</td>
<td>A12 2-village bypass</td>
</tr>
</tbody>
</table>
Main changes through consultation

A12/B1122 at Yoxford

<table>
<thead>
<tr>
<th>STAGE 1</th>
<th>STAGE 2</th>
<th>STAGE 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>Traffic signals Roundabout</td>
<td>Roundabout</td>
</tr>
</tbody>
</table>

B1122

<table>
<thead>
<tr>
<th>STAGE 1</th>
<th>STAGE 2</th>
<th>STAGE 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>Small improvements</td>
<td>Themberton bypass</td>
</tr>
</tbody>
</table>

Lorry management facility - where could they be?

<table>
<thead>
<tr>
<th>STAGE 1</th>
<th>STAGE 2</th>
<th>STAGE 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orwell West Orwell East Seven Hills</td>
<td>No change from stage 1</td>
<td>Seven Hills or Innocence Farm</td>
</tr>
</tbody>
</table>

Accommodation - where could we build it?

<table>
<thead>
<tr>
<th>STAGE 1</th>
<th>STAGE 2</th>
<th>STAGE 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development site Sizewell Gap Leiston East</td>
<td>Development site (East &amp; West of Eastbridge Road or east of Eastbridge road only)</td>
<td>Development site (east of Eastbridge Road)</td>
</tr>
</tbody>
</table>
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
When designing the Sizewell C buildings we have thought about the environment and how we can build and operate the power station safely.

<table>
<thead>
<tr>
<th>2 reactor units</th>
<th>Fuel and waste facilities</th>
<th>A service centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>A water cooling system</td>
<td>Drainage and sewer systems</td>
<td>Overhead power lines</td>
</tr>
<tr>
<td>A backup power source</td>
<td>Internal roads and car parks</td>
<td>Sea defences</td>
</tr>
<tr>
<td>A helipad</td>
<td>An access road &amp; new roundabout</td>
<td>Drainage into the North Sea</td>
</tr>
</tbody>
</table>
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

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.

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.

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.
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.
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
- Grants for local facilities or services to boost the positive and address the negative impacts on communities
Section 5.
Accommodation and transport
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.
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.
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
- 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.
We want our proposals to have the smallest possible impact on local roads.

**The main elements of our strategy are to:**

<table>
<thead>
<tr>
<th>Use either a rail-led or road-led approach to moving materials</th>
<th>Build on-site accommodation to reduce the number of journeys</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Provide park &amp; ride facilities for workers to travel by bus to work</strong></td>
<td><strong>Provide direct bus services from Ipswich and Lowestoft</strong></td>
</tr>
<tr>
<td><strong>Provide direct bus services to and from Saxmundham station</strong></td>
<td><strong>Minimise workers travelling at busy times</strong></td>
</tr>
<tr>
<td><strong>Provide local bus services from Leiston</strong></td>
<td><strong>Design road improvements</strong></td>
</tr>
</tbody>
</table>
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
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.
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.
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
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-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
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
  - North

- **2 temporary park and ride facilities on the A12**

- **Direct bus services from**
  - Leiston
  - Ipswich
  - Lowestoft

- **Bus services from Saxmundham station for workers using the train**
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.
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.
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 Coddenham
- 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
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.

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

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

- **Phone** 0800 197 6102 during normal office hours
- **Email** your comments to info@sizewellc.co.uk
- **Complete a questionnaire** [www.sizewellc.co.uk](http://www.sizewellc.co.uk) or **print and post** it to us, (address below)
- **Post your written responses** to FREEPOST SZC Consultation (no stamp needed)
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.

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 zaadzwoń 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 sios 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.

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

To get in touch

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