

# Consultation Summary Document



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



# This document



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



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

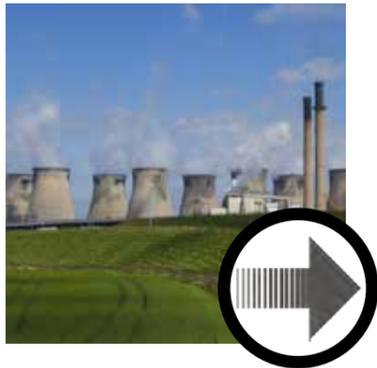
## Foreword



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



Before we finalise our application, we want your views on a number of potential changes which we think may improve the proposals further.



Building Sizewell C would help the country move away from polluting fossil fuels like coal and gas, playing a major role in fighting climate change.



These potential changes are explained in this Stage 4 consultation.

They include a new integrated strategy.



Nuclear power stations will help the electricity system cope better when there is little wind and solar power produced.



If you commented at Stage 3 and your views have not changed, there is no need to send your feedback again.

# Contents



I would like to thank everyone who has taken the time to give their views so far.



We have broken this document down into 4 sections.



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 receiving your views.

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

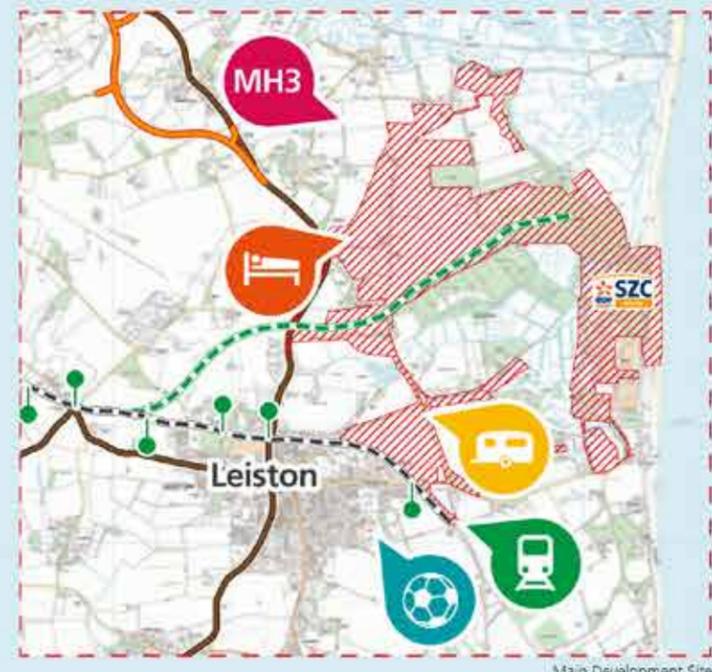
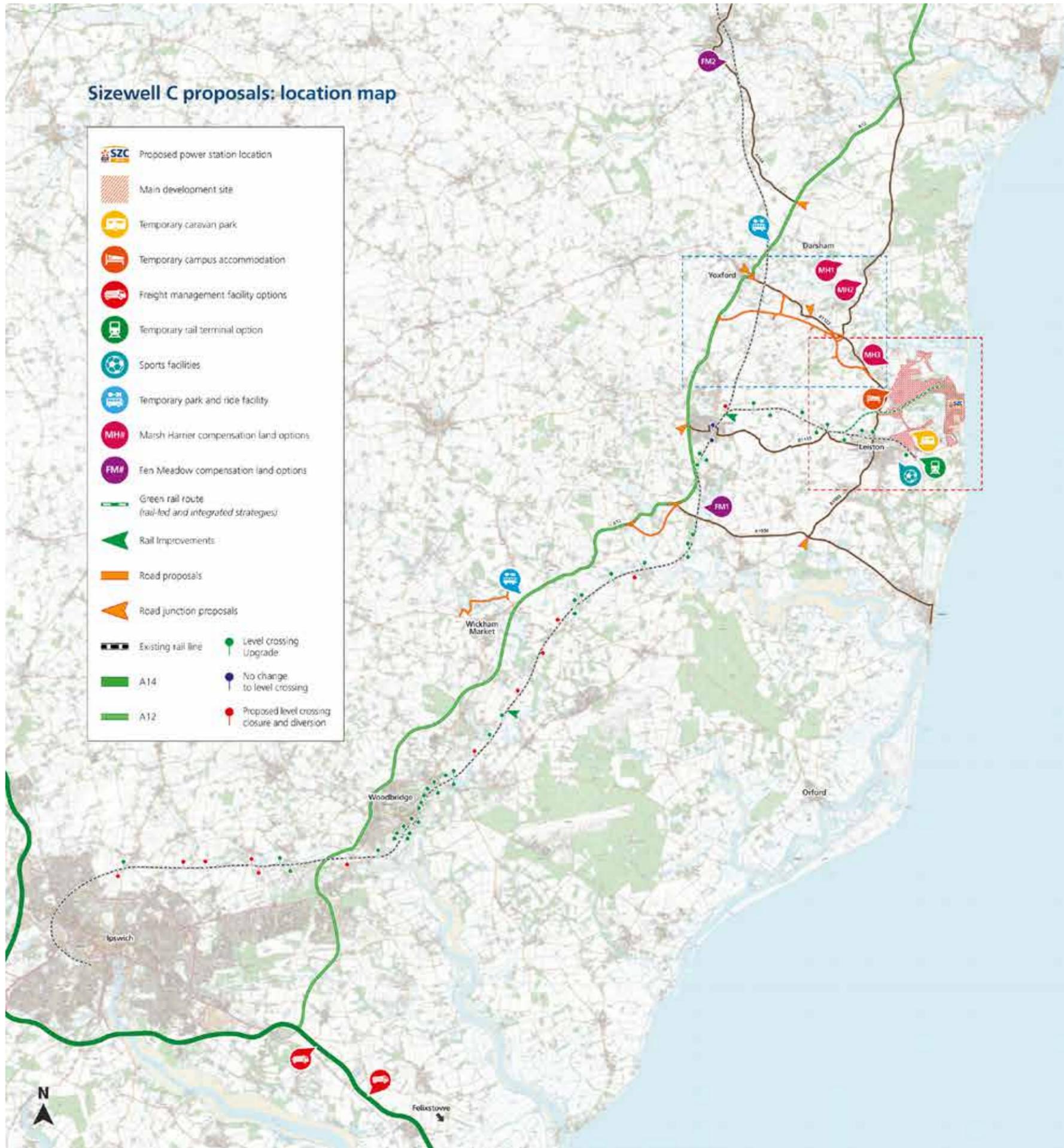


Sizewell C consultation: where are we now?



# Sizewell C proposals: location map

- Proposed power station location
- Main development site
- Temporary car/van 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
- A14
- A12



# 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 road-led strategy.



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 integrated strategy.

## The consultation

### Stage 4: 18<sup>th</sup> July to 27<sup>th</sup> September 2019

#### Sizewell C



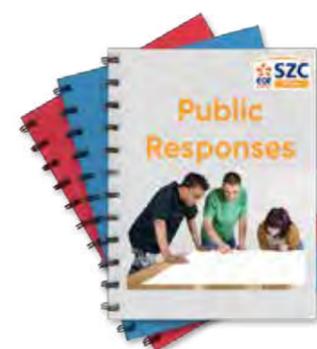
EDF Energy would like to apply for permission to build a nuclear power station which will be called Sizewell C.



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.



There is now a 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 and tests.



The changes are outlined in this document.

## About Sizewell C



EDF Energy and China General Nuclear Power Corporation have set up a new company together.



The company is called NNB Generation Company and would pay for and build Sizewell C.

## Consultation exhibitions

# JULY

# 2019

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	Leiston	Yoxford		Wood-bridge	Stratford St. Andrew	28
29	30	31	1	2	3	4

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

## Learn about the proposals



You can read this Stage 4 Consultation Summary Document



You can visit the Sizewell C Information Office in Leiston



You can attend our exhibitions  
(full details are in this document)



You can check out the website:  
[www.sizewellc.co.uk](http://www.sizewellc.co.uk)

## Learn about the proposals



You can call us on freephone

**0800 197 6102** (during normal office hours)



You can post your written responses to:

**FREEPOST SZC Consultation**  
(no stamp or further address required)



You can also complete the questionnaire

You can fill the questionnaire in online

[www.sizewellc.co.uk](http://www.sizewellc.co.uk)



Or you can e-mail your comments to:

[info@sizewellc.co.uk](mailto:info@sizewellc.co.uk)

## Learn about the proposals



If you are unable to attend the exhibitions, there are copies of the exhibition boards and other consultation materials 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.

You can also view paper copies at our exhibitions or at the Sizewell C Information Office



The office is open from 9.30am - 5pm Monday to Friday and 9am-12pm on Saturdays.

The address is:  
**48-50 High Street, Leiston, IP16 4EW**



Printed copies will be available at East Suffolk Council's offices in Melton.

The address is: **East Suffolk House, Station Road, Melton, Woodbridge, IP12 1RT**

## Learn about the proposals



Printed copies will be available at Riverside in Lowestoft.

The address is: **Riverside, 4 Canning Road, Lowestoft, NR33 0EQ**



They will also be available in libraries.

### Other formats



If you need 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.



After our consultation, we will apply for development consent for Sizewell C.



A group called The Planning Inspectorate will look at our application, and ask for views of more people. Then they will make a recommendation to the Secretary of State.

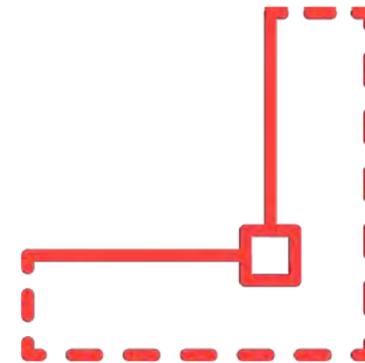


The Secretary of State will make the final decision on whether or not we will be allowed to develop Sizewell C.

## Proposed changes since Stage 3



Because of some of the things people told us in the Stage 3 consultation, we have come up with some changes to our proposals.



Many of these are about 'red line boundaries'. Red line boundaries are the boundary lines of the land that we would be allowed to use. We would not be allowed to use land outside of these lines.

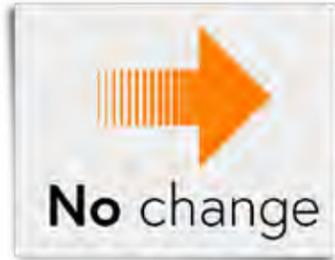


At the start of each section is a short reminder of the proposals we had at Stage 3. Lots of these have not changed.



If you want more information about the Stage 3 proposals, you can still access the consultation documents.

## Proposed changes since Stage 3



Much of the detail from Stage 3 is the same and is not repeated in this document.



At the start of each section is a short reminder of the proposals we had at Stage 3.

Lots of these have not changed.



To give your feedback about the unchanged proposals, please go to the Stage 3 consultation document.

## Environmental information



We are working to make sure that we know the risks to the environment if we build Sizewell C.

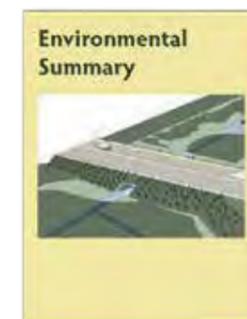


We are changing some of our ideas to make sure we can manage these risks.



To do this, we are working through a process called an Environmental Impact Assessment.

The findings of this will help us form our final proposals.



We will produce an environmental summary which you will be able to read online, if we get the go ahead.

# Section 2. Sizewell C power station



## Sizewell B



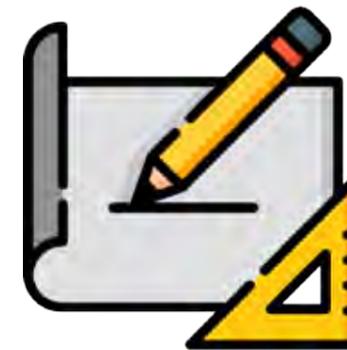
Sizewell C

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

The new power station would be called Sizewell C.



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



There will be some new things we need. These will be:

### New things: permanent



2  
reactor units



Turbine  
halls



Electrical  
buildings

## New things: **permanent**

 Fuel and waste facilities	 A service centre	 A water cooling system
 Drainage and sewer systems	 Overhead power lines	 A backup power source
 Car parks	 Beach landing facility	 Sea defences
 New internal roads	 A causeway	 landscaping of the areas to be
 A helipad	 An access road & new roundabout	 Drainage into the North Sea

## New things: **temporary**

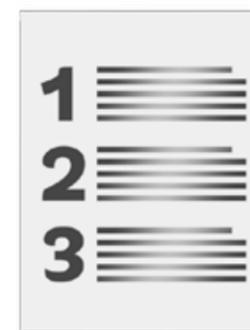


There will also be some things that we will build but then take away once Sizewell C has been built.



  **Under rail-led or integrated strategy**

If we went with the Integrated Strategy or the Rail-led Strategy, we would need some temporary railways.

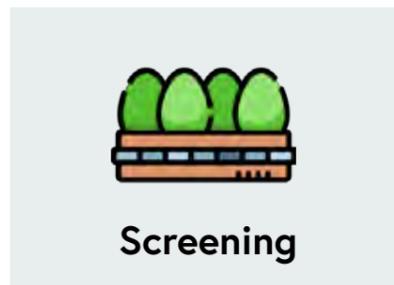
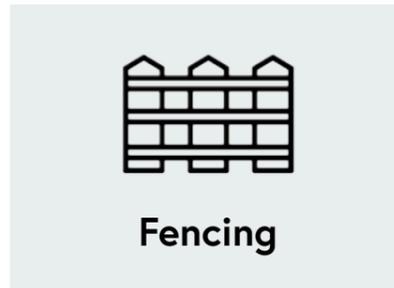


We would also need:

## New things: **temporary**

 An induction centre	 Site offices	 Temporary structures
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## New things: **temporary**



## Changes since stage 3

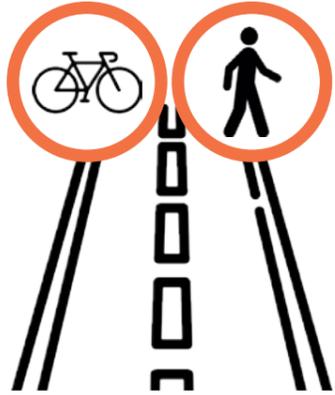


While the boundary of the main site would be almost the same as at Stage 3, we have made some small changes because of some of the things people told us.



Where we think the main site would be

## Site access: roundabout and approach roads



A new 2-lane access road would link Sizewell C to the B1122. There would be access for cyclists and pedestrians.

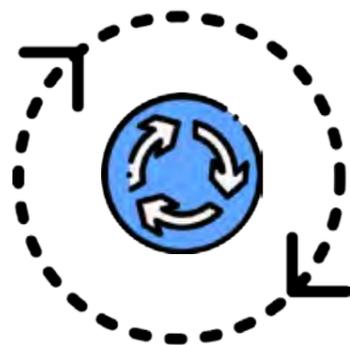


This would be the main route to bring workers and materials onto the site during construction.

Once Sizewell C is built this would then become the entrance for workers.



Our proposal, unchanged since Stage 3, is that a roundabout would link the access road with the B1122.



We are now proposing to extend the boundary to allow for a bigger roundabout. We are looking at whether this would impact the environment.

## Electricity pylons



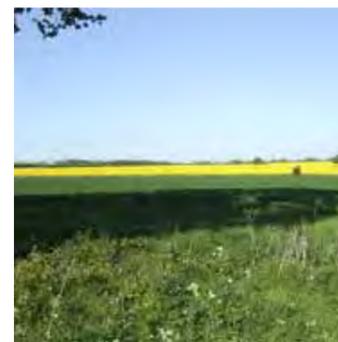
At Stage 3 we proposed 4 pylons to take electricity from Sizewell C through overhead lines to the National Grid substation.



National Grid has been examining our proposals and changing the design if needed.



Because of this, we now propose to make the development boundaries bigger. This is so we can access the full area underneath the overhead lines.



We would also like feedback on 2 ideas we have for how to make the pylons blend into the countryside.



### Option 1

4 pylons: reducing the height of 3 pylons (apart from 1) by around 25%.



### Option 2

5 pylons: reducing the height of all pylons by 25%, but with the need for an additional pylon. This would be needed to ensure the overhead lines go around the emergency generator building rather than over it.



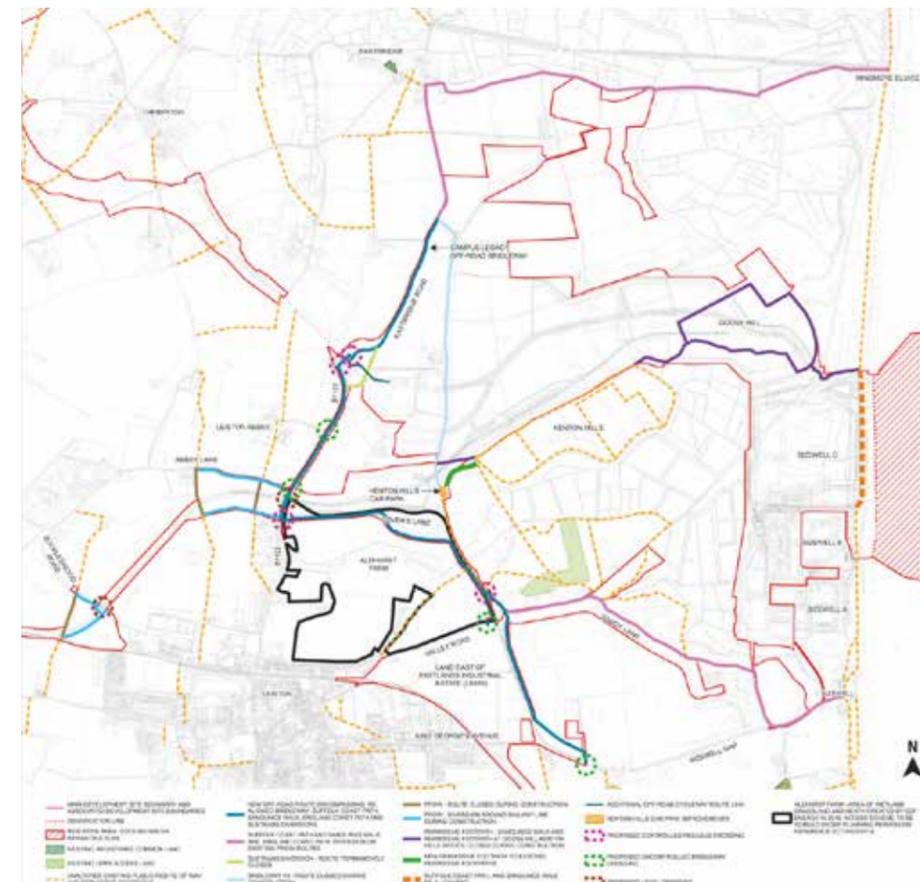
## Public rights of way



We are continuing to work with Suffolk County Council to work out how to keep everyone safe. This will include closing public pathways.



Bridleway 19 would run through the construction site. We would need to divert this whilst Sizewell C is being built.



Pylons: 2 available options

## Additional land



Construction of Sizewell C would have an impact on the surrounding environment.



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



In response to feedback from Stage 3 and more research we are also now proposing to:



Make improvements to Kenton Hills car park as well as the access into the Kenton Hills woodland

## Additional land



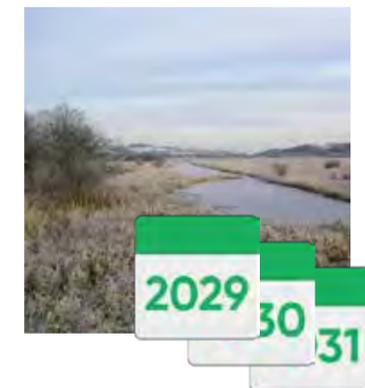
Have 3 more sites to support the marsh harrier breeding population



Have 2 new potential sites to help with the loss of fen meadow habitats

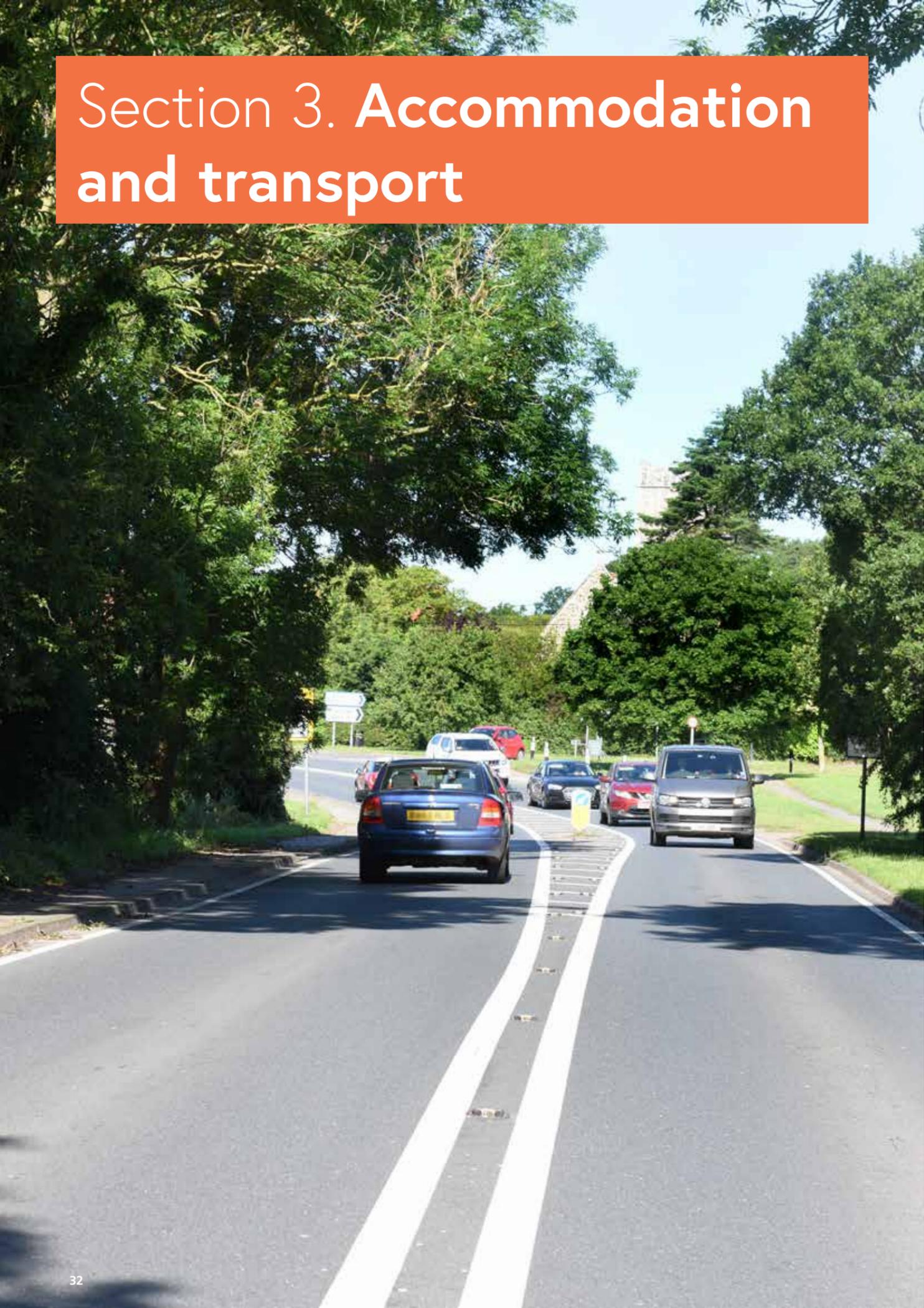


Build replacement floodplain in 2 locations to help with losses due to the construction

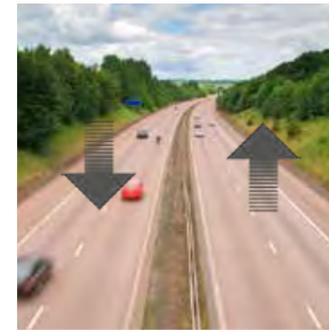


Any wetlands created would remain after construction is finished.

# Section 3. Accommodation and transport



## Building Sizewell C



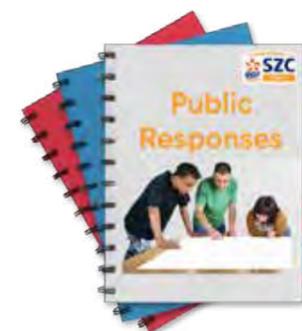
Building Sizewell C would mean moving lots of workers, materials and equipment every day.



Our proposals include ideas to help make sure we effect local communities and the environment as little as we can.



Throughout the Stage 3 consultation, we continued to think about our ideas for how workers and materials might move about.



We have been working closely with Network Rail, learnt from other projects, and used your feedback to come up with a new idea for the movement of construction materials.

# Accommodation and transport

- 1
- 2
- 3

We continue to propose the following as part of our accommodation and transport strategies:



## A single, on-site accommodation campus



2,400 workers



Self-contained rooms



A canteen /restaurant



A laundry service



A shop



Bars



A gym



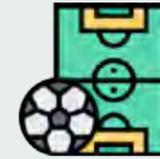
Recreation areas



Parking for 1,500 cars

# Accommodation and transport

## Off-site sports facilities



A full-sized sports pitch



2 multi-use games areas



The sports facilities will be between Leiston Leisure Centre and Alde Valley Academy

At stage 4, we propose to move the location slightly.



400 pitches

A 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.

## Accommodation and transport



A beach landing facility that would also remain for occasional use when Sizewell C is open.



Using the rail terminal known as Sizewell Halt.

Or we could build a new rail siding or spur on land east of Eastlands Industrial Estate. There would be rail line and level crossings upgrades.



A road-led or rail-led approach to moving freight.

Or, we have now come up with a new integrated strategy.



In the road-led or integrated strategy, there would be a holding area for large vehicles. This could help to make sure there are not too many lorries on the road at the same time.

## Accommodation and transport



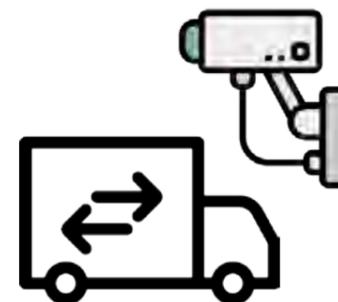
We have some ideas for small changes to the 2 park and ride facilities on the A12 to reduce the amount of traffic caused by workers.



Direct bus services to the construction site from Ipswich, Lowestoft, and Leiston, as well as to and from Saxmundham station.



Minimise workers travelling at busy times.



Using computers to help to manage the numbers of lorries to and from the construction site.

## Transport: movement of materials



Road improvements to help with the impact of construction traffic.

We have some minor improvements proposed at stage 4.



The next few pages will explain our new integrated strategy. We will also talk about the road-led strategy and the rail-led strategy. This will allow you to see which one you like best.



We will also explain our ideas for changes to the development boundaries of Sizewell C.

Making things **clear and simple**



Over these pages we will make our small updates since Stage 3 clear.

These pages will also tell you about the environment.



We are trying to:



Maximise use of railways while avoiding making things busy for passengers



Make sure that Sizewell C does not impact the roads too much

Protect the environment as much as possible

## Transport: movement of materials



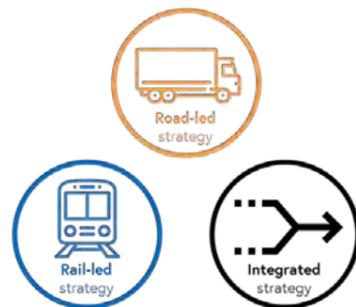
One of our other projects, Hinkley Point C, suggests that we might need less lorries on the roads than we thought. This is the same in all 3 of our strategies.



We have been working with Network Rail so that we know what we would need to do to use the rail-led strategy.



Network Rail thought that there might be some problems with getting the railways ready in time.



We are now considering 3 options for the movement of freight. Rail-led, road-led and the new integrated strategy.

## A rail-led strategy



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



Under a rail-led strategy we would also make road improvements including a bypass of Theberton and improvements to the junction of the B1122 with Mill Street.



While the green rail route is being built, there could be up to 2 trains a day. They would be travelling to Sizewell Halt or a new rail siding on land east of the eastlands industrial estate.



The rail-led strategy would mean we would have to make improvements rail line and upgrade or close level crossings.

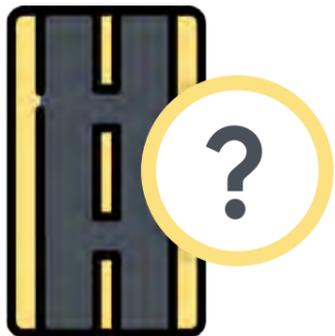
## A road-led strategy



A road-led strategy would include up to 2 trains a day to Sizewell Halt (or a new rail siding or spur) during construction.



We would not build the green rail route or do the works on the East Suffolk line.



Instead, we would build a road from the A12 to the B1122 east of Theberton. We might take this down after Sizewell C is built, or we could leave it to be used after the project has finished.



The road-led strategy also includes a holding area for lorries, near Ipswich. This would help make sure there were not too many lorries on the roads at once.

## An integrated strategy



An integrated strategy mixes the rail-led strategy with the road-led strategy.



It would provide direct access into the main site for 6 journeys a day along the green rail route.



5 of these journeys would be overnight.



We would need to improve the line and some level crossings. But we would not need to build anything new, close any level crossings or upgrade the East Suffolk line.

# Sizewell Halt, rail siding or spur



Under **all** strategies

2



While the green rail route is being built, there could be up to 2 trains a day. They would be travelling to Sizewell Halt or a new rail siding on land east of the eastlands industrial estate.



In the early years of building Sizewell C, we would use Sizewell Halt, or a new rail siding or spur. This would be used for deliveries.



We would also improve some of the roads near Sizewell, as well as creating the holding area for lorries. This would be near Ipswich.

2



Under the road-led strategy, the proposal for 2 trains a day will continue during construction.



Movement of materials: **3 different strategies**



We are now considering a third option for development on land east of the eastlands industrial estate.



Option 1:

Changing the existing Sizewell Halt rail terminal so longer trains could stop there.

We would also need an system to move material over King George's Avenue.

# Sizewell Halt, rail siding or spur



Under **all** strategies



Option 2:

**A new low-speed track section next to the existing line in the land east of Eastlands Industrial Estate**



Option 3:

**A new track in the middle of the site, allowing longer trains to be used and more materials to be delivered per train**



Option 3:

**The railway track would be straighter compared with Option 2 and would mean we wouldn't need to cross King George's Avenue (Option 1).**



Sizewell Halt or new rail siding or spur: **3 available options**



Option 1  
**Sizewell Halt**

**1**



Option 1  
**Rail siding**

**2**



Option 1  
**Rail spur**

**3**

# Changes to the railway



**Under all strategies**

All 3 options would require track upgrades to the Saxmundham to Leiston branch line.



9 level crossings between the Saxmundham junction and Sizewell Halt would also need to be upgraded.



We are now proposing to include all of the branch line within our boundary to enable either EDF Energy or Network Rail to do the upgrades.



**Under rail-led & integrated strategies**

The green rail route is a proposed new rail route off the Saxmundham to Leiston branch line.

# Changes to the railway



Once construction is finished, the green rail route would be removed and the land would be restored back to countryside.



**Under the rail-led strategy**

We would make improvements to the East Suffolk line.



This would include improving the track at Melton, Wickham Market and Saxmundham.



Upgrades of 33 level crossings as well as closures and diversion of 12 others would also be needed.

# Managing traffic from lorries



## Under road-led & integrated strategies

We are proposing a lorry holding areas near Ipswich. 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 still considering 2 sites**



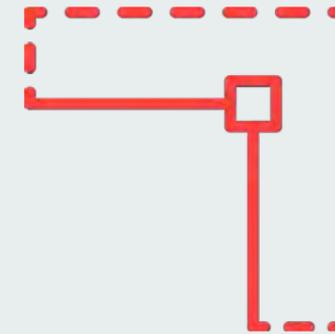
Option 1:  
A site close to the A12/A14  
Seven Hills Junction which  
would be accessed off the  
Old Felixstowe Road

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

# Managing traffic from lorries



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



Seven Hills

Making changes to make the site boundary more accurate



Innocence Farm

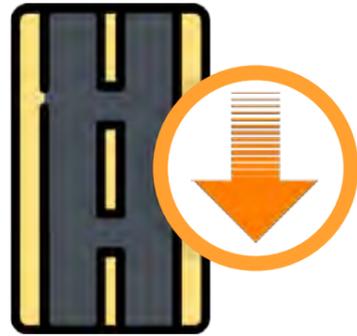
Changing the site entrance for improved visibility and an extension to the site boundary along the A14

# Beach landing facility

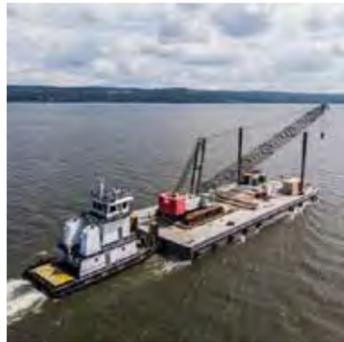


**Under all strategies**

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



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



It would be designed for use by barges, which would be towed to the beach, where they would stop for unloading.

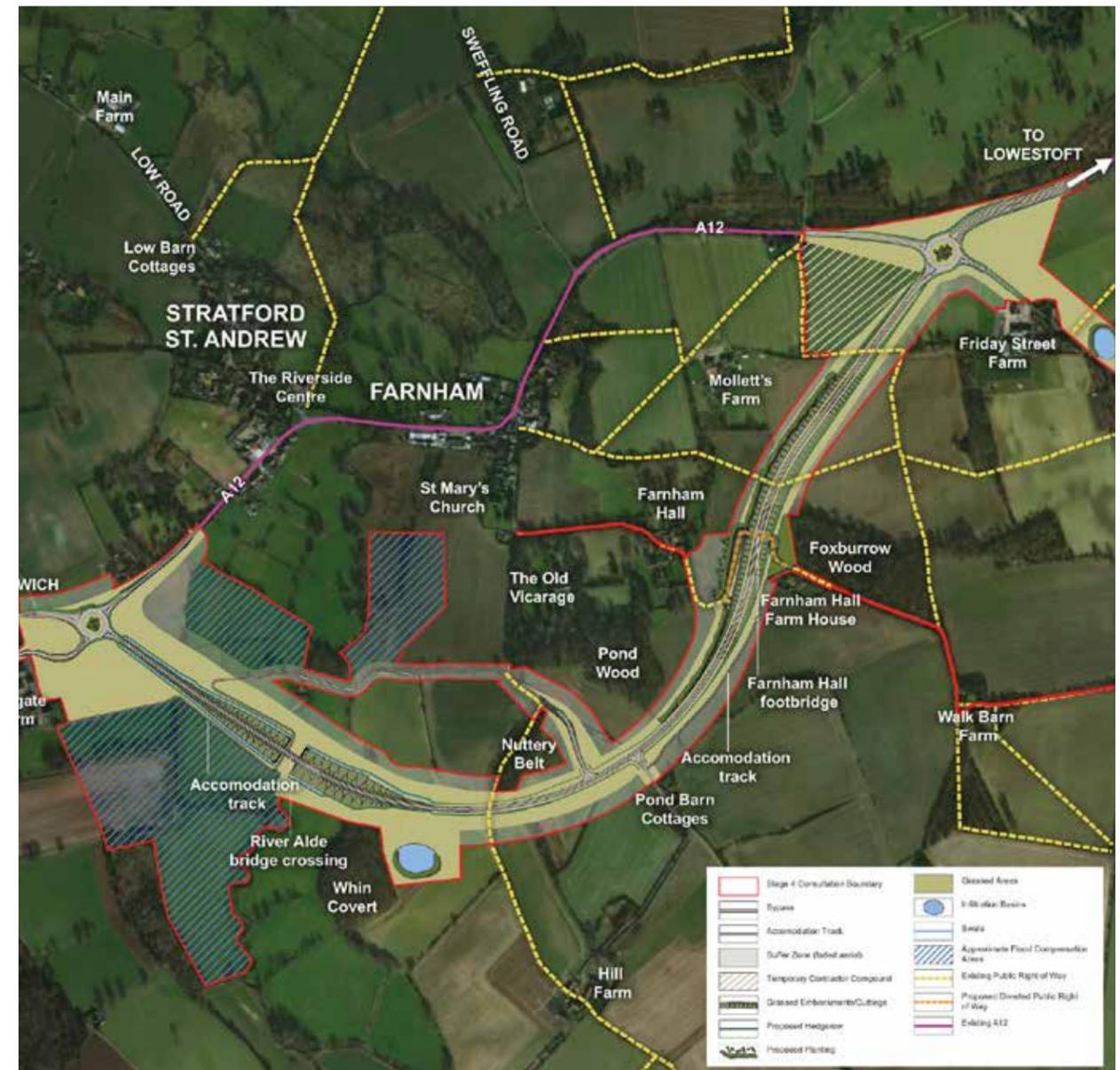


The beach landing facility would be a permanent feature, remaining in place for large deliveries.

# Road improvements



**A12 two-village bypass:** Stratford St. Andrew & Farnham



## A12 two-village bypass



**Under all strategies**

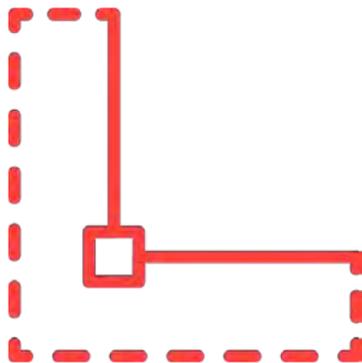
We are proposing a bypass of Farnham and Stratford St Andrew (a two village bypass) to reduce the traffic passing through the narrow bend at Farnham.



The single carriageway road would leave the A12 to the west of Stratford St Andrew via a new roundabout and re-join the A12 with a roundabout to the east of Farnham at the Friday Street junction.



We are proposing some minor changes in response to feedback and environmental studies.



This would mean changes to the proposed boundary to allow:



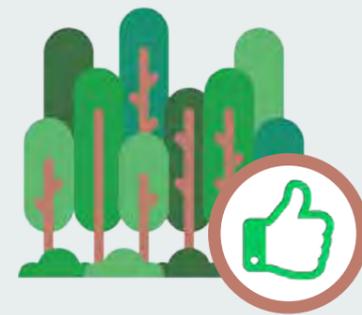
## A12 two-village bypass



Moving the roundabout so it is further away from Red House Farm



Making it easier for farm traffic and bikes travelling along the national cycle route across the A12



Making sure Foxburrow Wood is not be affected by construction



Propose to build a pedestrian, cyclist, and equestrian bridge at Farnham Hall track



A12/B1122 Yoxford roundabout

## Yoxford roundabout



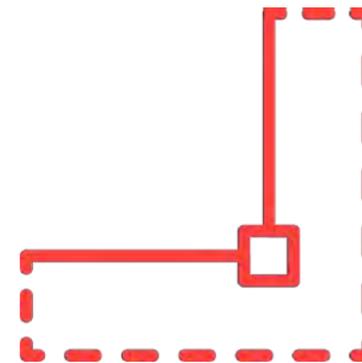
**Under all strategies**

There will be much more traffic on the B1122 as a result of Sizewell C. Our proposal to improve the junction is to build a roundabout.



It would replace the existing junction.

A roundabout is safer and more efficient than adding traffic lights at the junction.



The proposed location of the roundabout has changed since Stage 3. We are now proposing to build the roundabout in a slightly different place.



These changes will help us to reduce traffic and avoid building right next to a nature reserve.

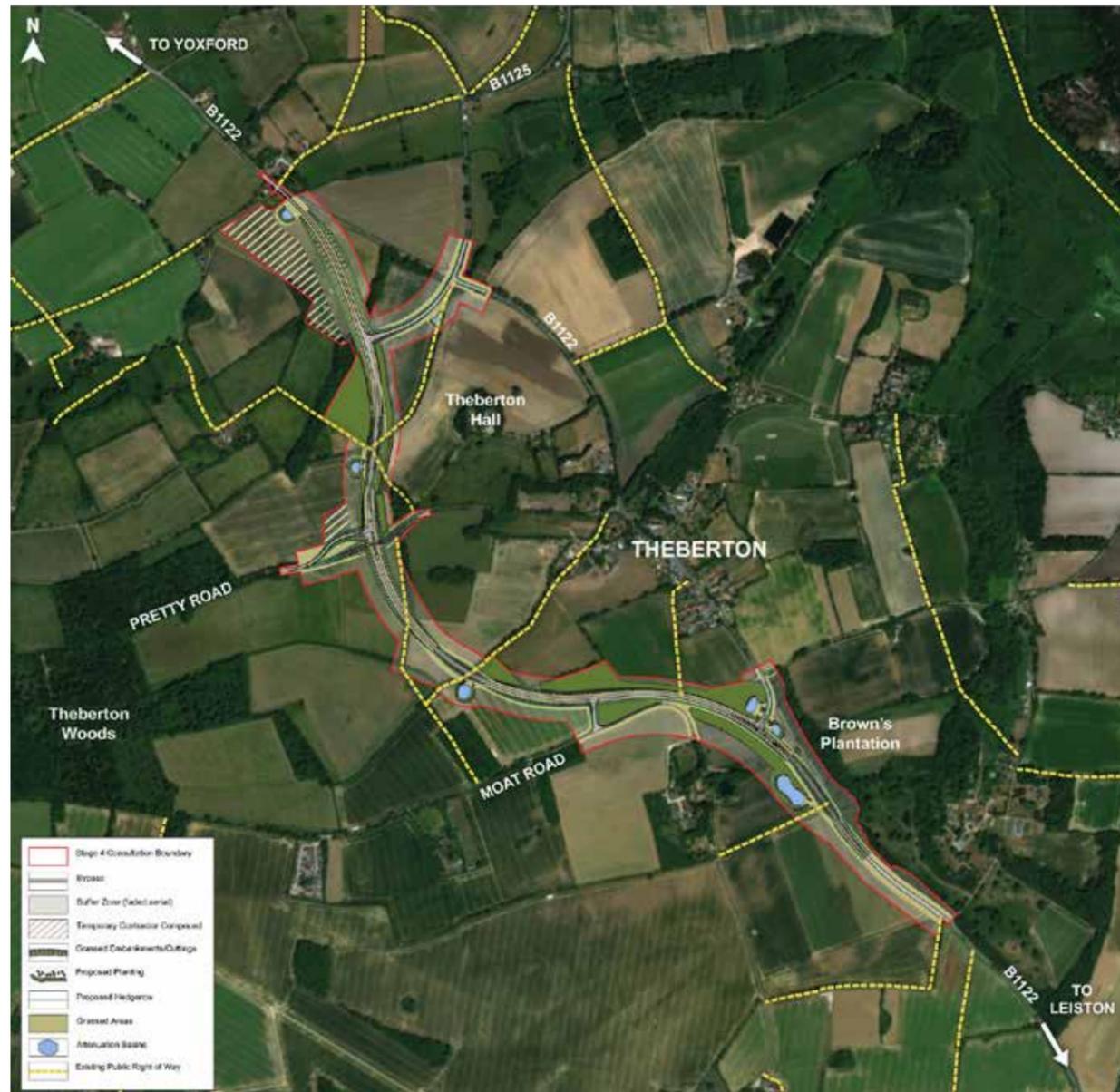


B1122 Theberton bypass

## Theberton bypass



We are proposing a bypass to help with the impact 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 Sizewell C entrance.



At Stage 4, we have slightly changed the proposed 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 with the existing road and make improvements to these routes.

## Theberton bypass



The bypass would help with traffic on the B1122 through Theberton.



It would be open for use by the general public during construction, which will mean traffic will not have to travel through Theberton.

## Sizewell Link Road



**Under road-led & integrated strategies**

We are proposing a Sizewell link road from the A12 to the B1122.



The route of the Sizewell link road would include the Theberton bypass. The road would pass Middleton Moor and join the A12 south of Yoxford.

## Sizewell Link Road



At Stage 3 we proposed that the bypass would remain in place after construction is completed.



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 open.

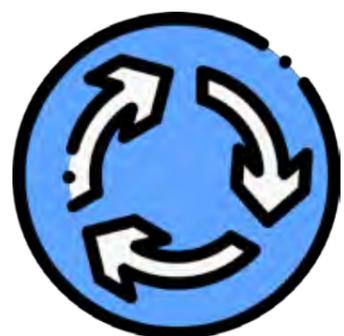


It would reduce traffic through Yoxford, Middleton Moor and Theberton, which will be good for people living in these villages.

## Sizewell Link Road



Traffic travelling from the south (Ipswich) on the A12 will turn onto the Sizewell link road before Yoxford.



Traffic travelling from the north (Lowestoft) will use the proposed new roundabout at the A12/B1122 junction.

### Changes to the development boundary from stage 3



Create a junction onto the Sizewell link road at Fordley Road to replace the Littlemoor Road junction proposed at Stage 3.



All traffic 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.

## Other road improvements



At Stage 4 we continue to propose a number of other road improvements. These changes are under the road, rail and integrated strategies.

### Unchanged from stage 3



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



Changes to signs and road markings near Otley College

### Small changes from stage 3



Changes to the boundaries at the A12/B1119 junction in Saxmundham



Changes to the boundaries to put speed limit signs in the right place



More signs and road markings at Coddendam



Reducing the impact on houses and gardens in Bramfield

## Other road improvements

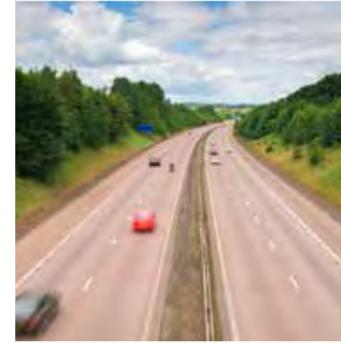


For the rail-led strategy only, we continue to propose improvements to the junction of the B1122 with Mill Street.



We propose to lower the road level to make it easier to see traffic when exiting Mill Street.

## Transport: movement of people



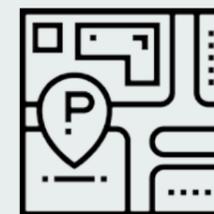
Reducing the impact of additional traffic is still an important part of our transport plans.

## Park and ride



We continue to propose 2 park and ride sites on the A12 help with traffic coming from the north and south.

Both sites would have:



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

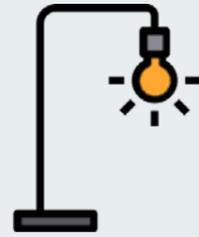


Parking for around 10 large vans, 80 motorbikes and 20 bikes

# Northern park and ride: Darsham



A bus terminal and offices



Sensitive lighting that won't be too bright



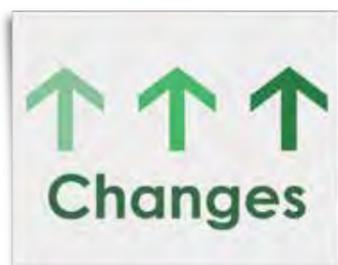
On-site soil storage to help restore the site once completed



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.



We are proposing some minor changes to the park and ride sites from our proposals at Stage 3.

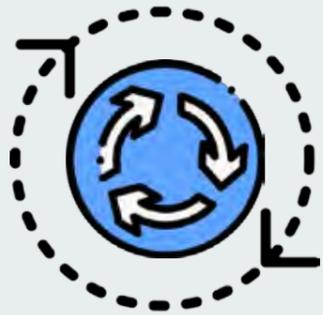
Details are on the next few pages.



## Northern park and ride: Darsham



Updates to our proposals since Stage 3 include:



A slightly bigger roundabout.



Changes to the boundary of the development site to make it more accurate.

## Southern park and ride: Wickham Market



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



## Southern park and ride: Wickham Market



Updates to our proposals since Stage 3 include:



Minor changes to the development boundary to more closely align with ownership boundaries



Improving the B1078/B1116 roundabout to make it better for pedestrian and cyclists.



Adding more road markings and signs

## Wickham Market mitigation



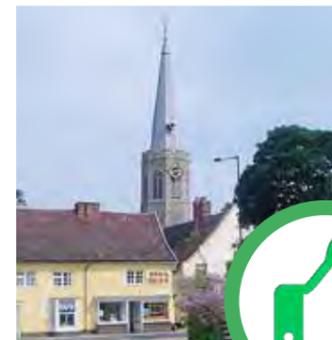
At Stage 3 we proposed 2 options to help with traffic problems on the B1078 between Border Cot Lane and the River Deben bridge.



Following feedback, we are now hoping to work with the Parish Council to make improvements.



This could maybe include a new footpath and pedestrian crossing as well as the best place for on-street parking.



These improvements would benefit Wickham Market in the future.

## Section 4. Additional information and next steps

### Using technology



The design of the new reactors at Sizewell C is more efficient than current reactor designs.

This means it uses less fuel.



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.



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.

## Buying land



EDF Energy will continue talking to land owners whose land would need to be bought to build Sizewell C.



EDF Energy wants to buy land by private sale wherever possible.



However, sometimes this may not be possible.

In this case, EDF Energy would propose to buy land through a piece of law called a compulsory purchase order.



A compulsory purchase order allows certain organisations to buy land or property even if the owner doesn't want to sell.

## Project benefits



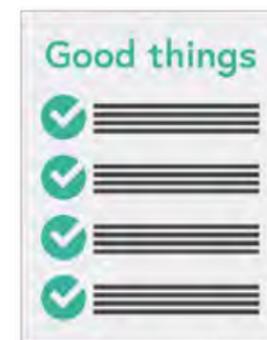
The impacts of the project overall will be really positive.



Sizewell C would aim to replicate and build on the benefits of Hinkley Point C.



Hinkley Point C is a project to build a nuclear power station in Somerset in the South West of England.



The benefits of Sizewell C will include:

## Project benefits



Up to 8,500 workers



Approximately 25,000 roles on site during construction



900 new jobs once the power station opens



A target of 1,000 apprentices

## Project benefits



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



At least £100 million a year into the local economy at the busiest time of construction



£40 million into the local economy every year during its 60 years of operation

## Project benefits



There will be jobs available in all areas of construction. The jobs include:



Security officers



Drivers



Support and admin



Construction jobs such as steel fixers and lifting technicians



Earthworks (moving and excavating soil and rock)



Mechanics and electricians

## Delivering our commitments and obligations



Throughout the development, we have thought carefully about the impacts of Sizewell C.

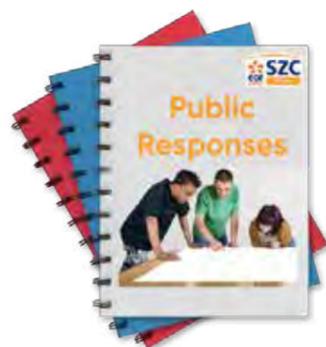


This has helped us to think about how to reduce negative impacts and how to make lots of positive impacts.



We will monitor impact on the environment through something called an Environmental Impact Assessment.

## Next steps



Following Stage 4 consultation we will read all of the responses along with any new comments on the Stage 3 proposals.



We will use your comments, as well as lots of other information to prepare and submit our planning application.



Our application will mostly be in writing, but there may be some face to face hearings so everyone has the chance to hear views from local people.

## Different languages

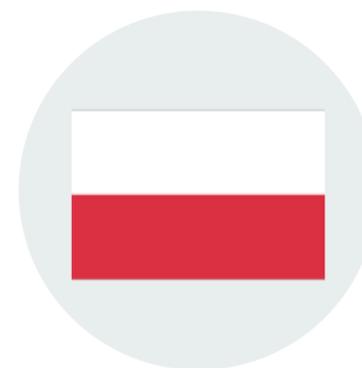


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Portuguese

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

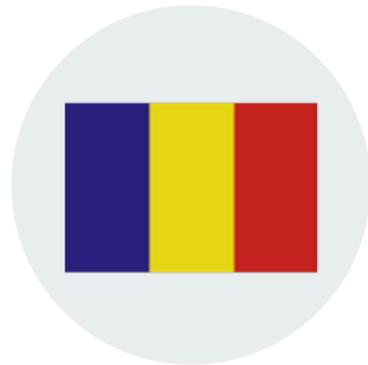
এই লেখাটি যদি অন্য ভাষাতে বুঝতে চান তাহলে নিচের নম্বরে ফোন করুন

## Different languages



Lithuanian

**Jeigu jums reikia 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



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

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### To get in touch

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Phone  
0800 197 6102



e-mail  
info@sizewellc.co.uk



edfenergy.com

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