Building better energy together

WELCOME
Nuclear Development

SIZEWELL C – STAGE 3 PUBLIC CONSULTATION
4 January to 29 March 2019
Agenda

1. Chair’s introduction
2. Minutes of the last forum – available on website
3. Sizewell C Stage 3 Consultation Presentation and Proposals
4. Questions and answers
5. Next meeting
Consultation

Our third stage of public consultation on the proposals for a new nuclear power station at Sizewell runs from 4 January to 29 March 2019

• The latest proposals have been informed by:
  • feedback from our previous two stages of consultation;
  • on-going engagement with local communities and stakeholders;
  • further technical work and environmental studies; and
  • lessons from Hinkley Point C, already under construction and on track to generate electricity from 2025.

The feedback we receive plays an important part in the development of our proposals, so we encourage you to play an active role in the consultation.
Main development site – Key Changes

- SSSI Crossing
- Sea defence
- Training building
- Emergency response equipment store and backup
- Generator
- Electrical Connection
- Borrow pits
- Electrical substation
## Off-site Associated Developments

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Main development site - operation

- The proposed design of Sizewell C takes into account the sensitive nature of the surrounding environment while providing enough space to build and operate the power station safely and efficiently.
- We have continued to undertake environmental surveys and identify likely impacts to help inform our proposals.
- Where impacts are likely to be significant, we have embedded mitigation into our design, or are proposing separate measures to reduce them.
People and economy

- Sizewell C would bring significant economic and employment opportunities; supporting the security of the UK’s economic future and producing a long-term boost for the local economy.

- We expect the power station would put at least £100 million a year into the regional economy during peak construction and £40 million per year during its 60 years of operation.
People and economy (continued)

Construction would create approximately 25,000 roles on the main development site.

We are committed to ensuring local people can access the jobs and benefits Sizewell C will bring:
- Education and Skills
- Employment
- Supply Chain Opportunities
- Mitigation and Legacy i.e. Tourism Fund, Community Fund
Accommodation

Our proposed temporary worker accommodation would play an important role in helping to:

- reduce the amount of traffic generated by the construction workforce on local roads; and
- minimise the impact on tourist accommodation and the private rented market from Sizewell C workers.

Campus: a 2,400-bed accommodation campus would be located within the main development site to the east of Eastbridge Road.

Off-site sports facilities (in Leiston) are proposed to be shared with the community during construction and left as a legacy afterwards.

Caravans: we are proposing to provide a 400-pitch caravan site on land east of Eastlands Industrial Estate.
Transport - overview

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.

- The key elements of our strategy are to:
  - use either a rail-led or road-led approach to moving materials on-site and off-site;
  - build an on-site accommodation campus to reduce the number of workforce journeys;
  - provide park and ride facilities at key locations on the A12 for workers to travel by bus to the main site;
  - provide direct bus services to the site from Ipswich, Lowestoft, Saxmundham station and Leiston;
  - operate working patterns that minimise workers travelling at peak times; and
  - provide road improvements where necessary to mitigate the impact of construction traffic.
Transport – rail proposals

• **The Saxmundham - Leiston branch line** would be used in both strategies for the early years of construction, with use continuing throughout construction under the road-led strategy.

• **The East Suffolk line** would need significant improvements for the rail-led strategy. Some work may be required for the road-led strategy, subject to further assessment.

• **Sizewell Halt or new rail siding**: there are two options within the rail proposals that would be undertaken in either the rail-led or road-led strategy:
  - **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 the Eastlands Industrial Estate.
  - **Option 2**: a new rail siding adjacent to the existing branch line in land east of Eastlands Industrial Estate.

• **Rail-led strategy**: feasibility and delivery
Transport – rail-led strategy
Transport – rail-led strategy (continued)
Transport – road-led strategy
We are considering two sites for the freight management facility:

- **Option 1, Seven Hills**: a site of approximately 9.9 hectares close to the A12/A14 Seven Hills Junction which would be accessed off the Old Felixstowe Road;

- **Option 2, Innocence Farm**: a site of approximately 9 hectares at Innocence Farm, located immediately to the north of the A14.
Northern park and ride
Southern park and ride
Land to the East of Eastlands Industrial Estate

Option 1
A12 two-village bypass
A12/B1122 junction
Other road improvements

- **A140/B1078 west of Coddenham** – changes to signage and road markings as well as vegetation maintenance to improve visibility and safety at the junction

- **B1078/B1079 east of Easton & Otley College** - changes to signage and road markings as well as vegetation maintenance to improve visibility and safety at the junction

- **A12/B1119 at Saxmundham** - changes to signage and road markings, and vegetation maintenance to improve visibility and safety at the junction

- **A1094/B1069 south of Knodishall** - changes to signage and road markings, and vegetation maintenance to improve visibility and safety at the junction. We would also ask Suffolk County Council to promote a reduction in the speed limit at the junction to 40mph to assist vehicles turning right out of the B1069 to find suitable gaps in the A1094 traffic and safely complete the manoeuvre

- **A12/A1094 Friday Street, north of Farnham** - our proposed two village bypass of Stratford St Andrew and Farnham includes a roundabout at this junction. We propose to build and open the roundabout before completion of the bypass to improve safety and mitigate the impact of construction traffic in the early years

- **A12/A144 south of Bramfield** - adding a central reservation island and waiting area to increase junction capacity
Feedback Themes from Exhibitions

- Transport strategy, including not progressing with the marine-led approach
- Impact on Minsmere
- Impacts on communities during construction, and recognition of the host community
- Road proposals, in particular alternatives to the interventions for the B1122
- Accommodation proposals, in particular the need and alternative sites
Next steps

• We will consider all responses and use them - along with our environmental assessments, continued engagement with statutory authorities and others, and lessons from Hinkley Point C - to further inform the development of our plans

• We will then prepare and submit our application to the Planning Inspectorate for development consent for Sizewell C

The deadline for responses to Stage 3 Consultation is 29 March 2019
Way Forward

- **Design development** – having regard to consultation feedback, lessons learnt and environmental and technical studies
- **Assessments** – finalise environmental and other assessments
- **Prepare application documents** – including Consultation Report
- **Stakeholder Engagement** – on final proposals and assessments
- **Mitigation** – finalise proposals
THANK YOU