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

Sizewell C would make a major contribution to the economy of Suffolk and beyond, while also helping to meet the nation's future need for low carbon energy.

EDF Energy and CGN are working in partnership to develop three new nuclear power stations in the UK. We are building Hinkley Point C in Somerset, and are jointly developing other proposals, with EDF Energy leading on Sizewell C and CGN leading on Bradwell B in Essex.

The proposals presented here have been shaped through feedback received from two previous stages of public consultation, on-going engagement with stakeholders, and substantial technical assessments and environmental studies. We have also learnt from Hinkley Point C, already under construction and on track to generate electricity from 2025.

Our overarching aim for the development of Sizewell C remains to support - locally, regionally, and nationally - the creation of significant business, training and job opportunities while limiting or mitigating any adverse effects from construction for local people and the environment. This is reflected in our proposals, which present refinements to our plans in some areas, along with a number of new options, particularly for the transport of people and freight to and from the construction site.

Consultation has played an important role in informing and developing our plans and I would like to thank everyone who has taken the time to give their views so far. I would encourage you to play an active part in the Stage 3 consultation as some significant choices are presented and your feedback will inform our proposals.

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 contribute to the further development of our plans. We look forward to receiving your views.

Jim Crawford, Sizewell C Project Development Director
1. The consultation

Stage 3: 4 January to 29 March 2019

Consultation process

EDF Energy 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.

NNB Generation Company (SZC) Limited has been formed as a separate company to finance and construct Sizewell C. EDF Energy will use 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.

Stage 3 consultation

This Stage 3 consultation seeks views on these proposals and some remaining options, which are outlined in this summary document. More detailed information is available in the Stage 3 Consultation Document, comprising:

- Volume 1: Development Proposals;
- Volume 2: Preliminary Environmental Information; and
- Volume 3: Preliminary Environmental Information Figures.

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

We are consulting on our proposals for Sizewell C in line with our Statement of Community Consultation (SoCC), which explains how we propose to consult the local community about our proposals. The SoCC was agreed with Suffolk Coastal District Council (SCDC) and Suffolk County Council (SCC) and is available online at www.sizewell.c.uk.

Development Consent Order

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 to the Planning Inspectorate for Sizewell C. The Planning Inspectorate will process and examine the application, including encouraging 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

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 as part of both the Stage 1 and Stage 2 consultations and have continued to collect information in preparation for Sizewell C. In doing so, we have started to consider how potential effects may be addressed. Further preliminary environmental information is provided in this Stage 3 consultation.

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 fully accessible to the public. Further information about the EIA can be found in Volume 1, Chapter 4 and Volume 2 of the Stage 3 Consultation Document.

1 NNB Generation Company (SZC) Limited is a joint venture company between EDF Energy and China General Nuclear Power Corporation (CGN).
We have developed a preferred position on some of the key elements of our proposals, while continuing to consider options in relation to others.

We are seeking your views on all aspects of our Stage 3 strategies and proposals and encourage you to comment on:

- our overall proposals for the Sizewell C nuclear power station;
- the associated development needed to support the construction and operation of the power station; and
- the potential effects of Sizewell C - both positive and negative - and proposed mitigation measures.

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, following public consultation and debate, as set out in national policy. Therefore, these issues are outside the scope of this consultation. For more information, see Volume 1, Chapter 3 of the Stage 3 Consultation Document.

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 3 consultation. Hard copies will be available to view during normal office hours in the offices of Suffolk County, Suffolk Coastal District, Waveney District and Ipswich Borough Councils, as well as local public libraries. Documents are also available online: 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.

The deadline for responses to our Stage 3 consultation is 29 March 2019.

Consultation event locations

We will be holding consultation events at the following locations:

- Sizewell
- Leiston
- Theberton
- Yoxford
- Darsham
- Hacheston
- Wiveton
- Trimley

Details of the times and venues can be found in our Stage 3 newsletter and online: www.sizewellc.co.uk.

Alternatively, please call 0800 197 6102 for more information about the consultation events. If you are unable to attend the exhibitions, copies of the exhibition boards are available to download from the project website: www.sizewellc.co.uk.

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2. Main changes through consultation

Alongside ongoing engagement, learning from Hinkley Point C, and technical and environmental consultation, consultation has played an important role in the development of our proposals. The table below summarises how the key Sizewell C associated developments have developed through each stage of consultation.

<table>
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<td>Northern park and ride location options</td>
<td>B1122 Yoxford Road</td>
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| Main development site

- **Freight strategy**: We have selected a routeway over a culvert (see page 13) as our proposal.
- **Sea defence**: Designs for an effective sea defence and landbridge feature have been progressed (see page 10).
- **Training building**: proposed location at Goose Moor south of the main platform, adjacent to the main car park, see fig 3.3.
- **Emergency response equipment store and backup generator equipment store**: proposed facility to enable rapid response to an emergency event, with a Combined Heat and Power plant for the accommodation campus retained for backup during operation.
- **Electrical connection**: we are now proposing to connect to the Grid via an overhead line within the Sizewell C site as further work has shown significant programme risks associated with the underground cables proposed.
- **Borrow pit**: use of the proposed borrow pits field must remain from Eastbridge Road has been discounted. We are now considering on a precautionary basis, retaining the remaining three fields from the Stage 2 options for borrow pit use (see page 15).
- **Electrical substation**: a new substation, located east of Old Abbey Farm, is required to complete the electrical connection between the Leiston substation at Sizewell and Sizewell Halt under both the rail and road-led strategies.
- **East Suffolk line**: significant improvements under the rail-led strategy, including upgrades of 33, closure and diversion of 12 level crossings. Some improvements may be required for the road-led strategy (see page 24), subject to further assessment with Network Rail.
- **Sizewell Halt or new rail siding**: use of the existing terminus link between Sizewell Halt or construction of a new rail siding (on land of Eastland Industrial Estate £800k) on the same Sizewell Line - branch line (see page 23).
- **Northern park and ride**: as a new entrance to the site, move car parking spaces (although the size of the site remains the same) and mixed landscaping is now proposed (see page 32).
- **Southern park and ride**: at Hacheston, the ‘Wickham Market’ site includes more car parking spaces (although the size of the site remains the same) and two options to mitigate potential delays on the B1278 between Corl Lane and River Deben Bridge that may occur as a result of the southern park and ride (see page 20).

- **Marine-led approach**: we are no longer proposing movement of jetty. We do this to avoid the impact on marine ecology of building a jetty. Likewise, to limit the impact we shall significantly reduce construction time, which would not fully address impacts, or meet the Government-identified “urgent” need for new nuclear power stations. The beach landing facility remains proposed for construction and operation (see pages 14 and 22).

**Campus**: all development related to the proposed 2,000-bed accommodation campus would be located to the east of Eastbridge Road (see page 21). Only three-storey and four-storey buildings (rather than up to five-storey accommodation buildings) are proposed. Off-site sports facilities (in Leiston) are proposed to be shared with the community during construction and left as a legacy afterwards.

**Carrington**: we are now proposing around 400 pitches on the site, available in the early years before the campus is established and retained throughout construction as an option for workers (see page 10).

**Road improvements**: A12 new bypass is now a bypass of Botham Farm and Saxmundham St Andrew (a two-lane bypass), with key design changes predominantly aimed at reducing environmental impacts (see page 35).

**Additional B122 mitigation**: we are proposing a bypass to reduce the impact of peak construction traffic on the A1222 through Thetford. Under the rail-led strategy, the Thetford bypass (see page 27) would run from a point between Middleton Moor and Thetford, and on the B1222 east of Thetford. Under the road-led strategy, the bypass is similarly located as the Sizewell B road link (see page 20); we would incorporate the route of the Thetford bypass and continue further to also bypass Middleton Moor, joining the A12 south of Yoxford.
3. Sizewell C power station

Introduction

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.

Feedback from the Stage 2 consultation, on-going engagement, further technical and environmental work, and lessons from Hinkley Point C have resulted in some changes to our proposals, which are outlined in this summary document and explained in more detail in the Stage 3 Consultation Document.

Should we receive the necessary consents, we expect construction of the power station to take between 9 and 12 years.

Components of the power station

The proposed design of the Sizewell C buildings takes into account the sensitive nature of the surrounding environment while providing enough space to build and operate the power station safely and efficiently.

The permanent components of Sizewell C would be:

- two UK EPRTM 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 towers (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), car parking, and a vehicle search area;
- sea defences and a beachlanding facility.

Environmental considerations - main development site

Construction of the power station would have an impact on the surrounding environment. Since Stage 2 consultation 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 embarked on engagement into our design, or are proposing separate measures to reduce them. The most significant effects related to the Sizewell C proposals are outlined below, with more information available in Volumes 2 and 3 of the Stage 3 Consultation Document.

Landscape and seascape character

The Sizewell C site is within the Suffolk Coast and Heaths AONB and on the Suffolk Heritage Coast. Our proposals have been designed to reduce the effects of the power station on the landscape and seascape character, it is likely they would still be significant.

During construction and operation, there would be physical impacts on the landscape and seascape character in areas within and adjacent to the main development site. Effects during construction would be temporary, and we are proposing enhancements for the operational phase, including establishment of new areas of woodland, tree belts, grassland and coastal habitat.
Since the Stage 2 consultation, archaeological investigation including trial trenching has identified buried archaeological remains of low to moderate importance on parts of the main development site. These would be investigated further ahead of construction, in accordance with mitigation schemes to be agreed with Suffolk County Council Archaeological Service and Historic England. Mitigation would reduce effects to ‘not significant’ by ensuring that the archaeological remains of any significant deposits and features would be appropriately investigated, recorded and disseminated.

Noise and vibration

Construction noise would be greatest during the early phases of work, which would include site clearance, earthworks, and construction of site infrastructure and construction areas. The main sources of noise would be excavators, bulldozers, cranes, vehicle movements and the operation of the concrete batching plant. During later phases of construction, noise sources would be considerably further from the site boundary, meaning off-site noise levels would be lower.

Mitigation - such as screening around construction areas - would be used where necessary to reduce any significant impacts on receptors. Noise during operation is likely to be low and similar to other activities along the coast. Users of rights of way in close proximity to the power station, and at locations with clear views up to 2.5km away, particularly along the coast to the north. The power station, and at locations with clear views up to 2.5km away, particularly along the coast to the north. The scale and extent of visual impacts during construction will depend on the type of activity being undertaken. While views to some activity would be limited, other activities would be visible at greater distances, for example when tall cranes are in use, where views are located on the coast and in relation to the use of storage for fill material and top soil (see page 15 for more information).

During operation, permanent effects are likely to be experienced by walkers and visitors to Sizewell Beach and offshore areas between Sizewell Village and Minsmere. It is not anticipated that any significant impacts would remain during the operational phase of the power station. During construction it is likely there would be significant effects on the settings of a small number of designated heritage assets nearby. The potential for adverse effects on Leiston Abbey has been reduced by our proposed campus layout, location of the sports facilities in Leiston and removal of borrow pits opposite West End Road. Following the Stage 3 consultation we will continue our assessment of effects on Leiston Abbey and Upper Abbey Farm and work with relevant stakeholders on the details of the assessment and any potential mitigation measures.

Landscape mitigation, such asscreening, would reduce the magnitude of any adverse effects on other designated assets. It is not anticipated that any significant impacts would remain during the operational phase of the power station.

Footpaths and bridleways

We understand that footpath/diversion and access to the beach are important. Our approach aims to limit disruption, retain connectivity and provide appropriate diversion routes during construction.

Parts of the Suffolk Coast Path, Sandlings Walk, and some footpaths would be diverted for temporary periods during construction to ensure public safety during essential engineering works. Users of these diversion routes would experience construction noise and close views of the construction site. Visitors to Leiston Abbey and Leiston Common would also be affected, along with users of a number of public rights of way, users of the Suffolk cycle route, and visitors to the beach. Temporary diversions of Bridleway 20 (running north/south by Upper Abbey Farm) would also result in disruption for users. Advance notice would be given of any closures or diversions of footpaths and bridleways.

Once the power station is operational, we plan to restore the majority of temporary closures and diversions, improve amenity across the EDF Energy estate network and increase connectivity from Sizewell C to the wider area.

A new north/south, off-road route (running parallel to Lover’s Lane and the B1122) suitable for horses, cyclists and pedestrians would be included where appropriate.

Eco-logists

The main development site is bordered by areas of ecological sensitivity. It would require a small part of the Sizewell Marshes SSSI to be permanently used to form the western side of the main platform for the power station, as well as provide a crossing for the main access road. To help compensate for the permanent loss of a small part of the SSSI, we are working on habitat creation schemes that would result in a substantial area of new inter-connected, semi-natural habitat (see page 39 for more information) across the wider EDF Energy estate. A small additional area of the SSSI land would also be used temporarily to build the crossing but would be restored after construction.

Work on the potential effects of construction on birds is on-going, along with assessments of the impact of noise and lighting on bats. There is likely to be some disturbance to local bat populations during construction, however appropriate mitigation should mean the effects are not significant.

Construction of the new sea defence structures associated with Sizewell C would use some of the habitat area of the NOAT that currently supports a diverse range of fish and waders. However, once constructed, vegetation would be allowed to re-establish. There is also potential – with sea level rise predictions – for this coastal vegetation to be lost to natural processes at some point in the future.

Work is on-going to understand the potential effects on marine ecology and fisheries. Mitigation measures would be included where appropriate.
Sea defence

A new sea defence is required to protect the power station from flooding during storm surges and high tides. It would consist of a large earth embankment with "rock armour" under the surface and along its length to provide extra strength and help protect it from erosion. We are also proposing that the role of the northern mound, a substantial landscape feature to the north of Sizewell Beach (see Volume 1, Chapter 7 of the Stage 3 Consultation Document for more details), would expand into the proposed Sizewell C sea defences - which would in turn tie into the Sizewell sea defences - to provide a continuous structure (see fig 3.4). We expect that it would need to be removed and to be built to ensure it is strong enough to provide adequate protection. Our continuing assessments will help us determine how best to protect Sizewell C while limiting effects on the local environment as far as practicable.

Coastal processes

We have been monitoring coastal processes in the area surrounding the proposed Sizewell C site for a number of years. Studies have involved the use of a number of techniques, such as radar and photography from remotely piloted aircraft.

Potential effects on coastal processes could arise if a temporary rock platform is used to build the beach landing facility (BLF) as it would block the dune corridor (the beach) and partially block the sand transport corridor (part of the inner longshore bar). The BLF itself would be designed to ensure it has no significant effect on waves, washover movement, or the adjacent beach.

During operation, it is possible that the Sizewell C BLF recovery and return, and combined drainage outfalls could have an impact on the movement of shingle, leading to a wider beach and reduction in shingle supply. We are undertaking an assessment of shingle transport rates to understand likely drill movements and will develop mitigation measures if appropriate.

Sizewell C site access

New access road

We propose to build a new, permanent, two-lane access road with a segregated route for cyclists and pedestrians to 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 once the power station is operational.

This access road is a regulatory requirement, as all new nuclear power stations need to have two separate entrances. The existing Sizewell power station road would provide the secondary access and would be used only after the facility is operational. As we develop our proposals further we will continue to work with local authorities to identify the most suitable location for this road.

The proposed access arrangements include:
- a new roundabout, located slightly east of the existing alignment of the B1122, to form part of the main development site entrance;
- at the eastern end of the road near to the power station (Sizewell Hill), a staff park with approximately 1950 spaces for day-to-day operational staff and an area for additional parking (approximately 50 spaces);
- a training building, likely to be single-storey, located in the southwestern corner of the main car park, and
- a vehicle wash area facility and other ancillary buildings.

The speed of the access roads would be reduced once Sizewell C is operational and would be designed with landscaped margins to be in keeping with the adjoining areas, including woodland blocks and hedgerows, while still allowing safe access. The access road itself would not be lit during operation. The junction with the B1122, the vehicle wash area facility, the car park and associated facilities would be lit for safety reasons.

The width of the access roads would be reduced once Sizewell C is operational and would be designed with landscaped margins to be in keeping with the adjoining areas, including woodland blocks and hedgerows, while still allowing safe access. The access road itself would not be lit during operation. The junction with the B1122, the vehicle wash area facility, the car park and associated facilities would be lit for safety reasons.

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The proposed access arrangements include:
- a new roundabout, located slightly east of the existing alignment of the B1122, to form part of the main development site entrance;
- at the eastern end of the road near to the power station (Sizewell Hill), a staff park with approximately 1950 spaces for day-to-day operational staff and an area for additional parking (approximately 50 spaces);
- a training building, likely to be single-storey, located in the southwestern corner of the main car park, and
- a vehicle wash area facility and other ancillary buildings.

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- a training building, likely to be single-storey, located in the southwestern corner of the main car park, and
- a vehicle wash area facility and other ancillary buildings.

The speed of the access roads would be reduced once Sizewell C is operational and would be designed with landscaped margins to be in keeping with the adjoining areas, including woodland blocks and hedgerows, while still allowing safe access. The access road itself would not be lit during operation. The junction with the B1122, the vehicle wash area facility, the car park and associated facilities would be lit for safety reasons.
For some time, the owner of Sizewell B, Nuclear Generation Limited (NGL), a subsidiary of EDF Energy, has planned to relocate a number of facilities; and

The facilities to be relocated include:

- the Sizewell B visitor centre (which would be replaced by Rosery Cottages garage, a projects office, workshop and operations training centre and additional training facilities; and
- Sizewell B and C) and the technical training centre (and their parking areas);
- public rights of way; and
- hedgerow planting would help screen activities, including the construction of new structures, including a concrete batching plant;
- temporary spoil management areas, including borrow pits and stockpiles;
- public access works, including permanent and temporary boundaries and division of public rights of way;
- fixed and mobile structures, including a concrete batching plant;
- water management systems, utilities and services infrastructure; and
- an accommodation campus.

The location of specific uses on the main development site during construction would depend on which of our two proposed strategies (rail-led or road-led) is chosen. This will depend on where we are able to locate the deep borrow pit for the construction of the power station, which is a key factor; and

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- water management systems, utilities and services infrastructure; and
- an accommodation campus.

The location of specific uses on the main development site during construction would depend on which of our two proposed strategies (rail-led or road-led) is chosen. This will depend on where we are able to locate the deep borrow pit for the construction of the power station, which is a key factor; and

- water management systems, utilities and services infrastructure; and
- an accommodation campus.
4. People and economy

Introduction

A prospect of the scale and complexity of Sizewell C would bring significant economic and employment opportunities. It would support the security of the UK’s economic future as well as producing a long-term boost for local economies through increased employment and skills provision. Since the Stage 2 consultation we have worked closely with local authorities and other organisations to develop our proposals and we welcome feedback on our approach.

Our expectation remains that the power station would put at least £100 million a year into the regional economy during peak construction and £40 million per year during operational staff. We are working to understand the extent to which the supply chain in Suffolk and the East of England is likely to be able to secure a similar package of local economic benefits during construction has started its forecast has been revised to £200 million per year of local economic benefits during construction workforce (see Fig 4.1).

While our central assumptions about the number, type and duration of roles has not changed since Stage 2, they remain a forecast and there will always be some uncertainty over the actual number of workers. To ensure our assessment is robust, in this Stage 3 consultation we have also considered what the effects might be if the workforce numbers turned out to be higher (see Volume 1, Chapter 4 of the Stage 3 Consultation Document for more information).

Fig 4.1: Sizewell C construction labour demand curve - estimated workforce numbers

Fig 4.1.

Construction workforce

Our Stage 2 peak workforce estimate of around 5,600 workers on the main development site (with around 2,000 predicted to come from the local area or be ‘home-based’) remains the same at the Stage 3 consultation. We are expecting that supporting developments (off the main site) will need a further 500 workers, all expected to be home-based. The workforce profile for Stage 3 - showing occupation type over time - also remains unchanged (see fig 4.1).

While our central assumptions about the number, type and duration of roles has not changed since Stage 2, they remain a forecast and there will always be some uncertainty over the actual number of workers. To ensure our assessment is robust, in this Stage 3 consultation we have also considered what the effects might be if the workforce numbers turned out to be higher (see Volume 1, Chapter 4 of the Stage 3 Consultation Document for more information).

Supply chain

Whenever possible, we are aiming to ensure local businesses can compete for the significant number of contracts needed to build, support and operate Sizewell C.

We are already working with Suffolk Chamber of Commerce to build and operate a supply chain database enabling local businesses to register and get ‘fit for nuclear’ - the industry benchmark for nuclear-ready manufacturers. We anticipate that the Chamber’s site will expand for construction, to start matching suppliers with Sizewell C requirements, coordinate contract opportunities, and connect suppliers with support to meet quality and safety standards.

A supply chain engagement strategy, setting out the steps we have taken to understand and support the local supply chain, and identifying potential local benefits, will form part of our application for development consent. For more information or to register an interest, along with more than 1,300 companies already on the database, please visit: www.zinoaapply@haystack.co.uk

Education, skills and employment

We are committed to ensuring local people are able to access the jobs and benefits Sizewell C would bring to the area. Promotion of sustainable careers in key sectors that would support the construction of Sizewell C is a fundamental part of our work. We are aiming to build on regional plans to create a skills system to meet future economic needs, save individual advancement and aspiration, and help people into skilled employment. We have already helped develop skills models - based on a network of schools, colleges, higher education and industry partners - for the East of England which has the potential to help deliver key parts of Sizewell C. It could also be extended to deliver courses at the National College for Nuclear, itself a partnership between industry (including EDF Energy), regulators, skills bodies and training providers.

We also actively promote industry careers, supporting the Suffolk Young Chamber and Suffolk Skills Show in particular, and are recruiting for our first apprentices in quantity surveying, project controls, and civil engineering, as well as interns from local universities.

Following the Stage 3 consultation, we will continue to develop our proposals in collaboration with key stakeholders and include an employment, skills and education strategy as part of our application for development consent.
Tourism

We recognise that tourism is an important source of jobs and income in many areas of the local economy, in particular within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB).

We are working with key organisations, including local authorities, Suffolk Coast Destination Management Organisation, Visit Suffolk and the New Anglia Local Enterprise Partnership to understand the local tourist economy and Sizewell C’s potential effects on it. We have also started identifying opportunities and mitigation measures - including a potential Tourism Fund - that could support the area’s tourism economy.

We will work with local organisations and businesses which may be affected by Sizewell C to agree measures to avoid and mitigate significant effects, where predicted.

Public services and community facilities

We recognise local concerns about the impact of construction, including the size, location and activities of the workforce.

To ensure high standards of behaviour from our workforce, both on-site and in the community, all Sizewell C workers would be required to sign and comply with a strict Code of Conduct, including mandatory drug and alcohol testing. Failure to comply with the Code of Conduct may result in dismissal.

Since the Stage 2 consultation we have been working with the local authorities and emergency services to understand potential effects on healthcare, social care for adults and young people, the use of local services in settlements close to the site, and the potential effects on emergency response in the community. We have also established an emergency services working group, which includes fire and rescue, police and ambulance services, to determine the level of additional need - and potential mitigation required - that may arise as a result of Sizewell C.

Continuing collaboration with local stakeholders will help us develop a Community Safety Management Plan to address issues that may arise and mitigation measures, which could include direct investment in infrastructure or financial contributions. We are also proposing a Community Fund for schemes, measures and projects which promote the economic, social or environmental well-being of communities and enhance their quality of life, as well as mitigating any intangible and residual impacts of Sizewell C.

A Tourism Fund could deliver, for example:

- Marketing and promotion for attractions and events within the Suffolk Coast
- Support for local projects, including capital and revenue investments
- Future visitor surveys and support for tourist information centres

The Community Fund would be used for reducing impacts or helping the community take advantage of opportunities related to Sizewell C and could include:

- Small grants to charities, voluntary groups, and social enterprises for projects or initiatives to help compensate for effects felt in the community from construction of Sizewell C
- Strategic grants, such as for investment in local facilities or services to boost the positive and address the negative impacts on local communities

Responses to effects on particularly sensitive attractions/locations within the AONB

- Development or support of a Tourism Strategy/Action Plan

- Marketing and promotion of attractions and events within the Suffolk Coast

- Support for local projects, including capital and revenue investments

- Future visitor surveys and support for tourist information centres

- Small grants to charities, voluntary groups, and social enterprises for projects or initiatives to help compensate for effects felt in the community from construction of Sizewell C

- Strategic grants, such as for investment in local facilities or services to boost the positive and address the negative impacts on local communities
5. Accommodation and transport

Introduction

Building Sizewell C would involve the daily movement of large numbers of construction workers and significant amounts of material and equipment. Following feedback at Stage 2, lessons from Hinkley Point C, and further technical work, we have continued to develop our plans with the aim of reducing the impact of construction on local people, businesses, and transport network.

We anticipate there would be 6,500 workers on the main development site, plus 500 workers at the associated development site during peak construction. However, there is some uncertainty over the actual number of workers. To ensure our assessments are robust in relation to transport, environmental, and social impacts, we have considered what the effects might be if the workforce numbers turned out to be higher — up to 6,100 on services, we have considered what the effects might be if the workforce numbers turned out to be higher — up to 6,100 workers but considered on a topic-by-topic basis — including for accommodation — what the effects of a higher number might be and how those effects might be managed.

A single, on-site accommodation campus for 2,400 workers remains a key part of our proposals and our commitment to providing two park and ride facilities to reduce pressure on local roads. We are now presenting two alternatives for the movement of materials during construction, either a rail-led or a road-led approach (see page 22 for full details of these two alternative strategies).

Accommodation

The overall aim of our accommodation strategy is to strike a balance between providing temporary workforce accommodation and using existing local accommodation, in order to limit impacts on the community while promoting the economic benefits of workers living and spending in the area.

We estimate that at the peak of construction, with a workforce on site to support the main development site, plus 500 associated development site workers and a further 500 associated development workers, there would be 6,500 workers at the site. However, following feedback at Stage 2 consultation, our proposal is to locate all worker accommodation in the local area (see page 22) — depending on their role and the length of their stay (see page 22) — reducing the number of journeys made by workers on local roads.

While we are committed to providing a single, high-quality, on-site accommodation campus for a significant proportion of short- and medium-term workers, within walking distance of the construction area. The campus would play an important role in helping to:

- reduce the number of journeys made by workers on local roads;
- reduce pressure on tourist accommodation and the local rental market;
- improve safety and efficiency of workers living and spending in the area.

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We remain committed to providing a single, high-quality, on-site accommodation campus for a significant proportion of short- and medium-term workers, within walking distance of the construction area. The campus would play an important role in helping to:

- reduce the number of journeys made by workers on local roads;
- reduce pressure on tourist accommodation and the local rental market;
- improve safety and efficiency of workers living and spending in the area.

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- reduce the number of journeys made by workers on local roads;
- reduce pressure on tourist accommodation and the local rental market;
- improve safety and efficiency of workers living and spending in the area.
Transport

**Transport: movement of materials**

The construction of Sizewell C would require large volumes of bulk and other materials to be delivered to the main development site.

### Option 1: Reconfiguration of Sizewell Halt

- **Rail terminal on the branch line to accommodate longer trains**
- **Reconfiguration of the existing Sizewell Halt**
- **Additional B1122 mitigation:**
  - **Option 2:**
    - **New rail siding on the Saxmundham - Leiston branch line is now proposed as an alternative.**

### Option 2: Reconfiguration of the existing Sizewell Halt

- **Rail terminal on the branch line to accommodate longer trains**
- **Reconfiguration of the existing Sizewell Halt**
- **Additional B1122 mitigation:**
  - **Option 1:**
    - **Rail terminal on the branch line to accommodate longer trains**
    - **Reconfiguration of the existing Sizewell Halt**

In developing and designing our transport proposals, we have sought opportunities to limit the impact of construction traffic on the local highway network, wherever possible. 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 rail-led or road-led approaches to moving materials and ore to the site.
- build an on-site accommodation campus to reduce the number of work-home 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 from Ipswich and Lowestoft.
- provide direct bus services to and from Saxmundham station.
- operate working patterns that minimise workers travelling at peak times.
- provide local bus services from Leiston.
- provide road improvements where necessary to mitigate the impact of construction traffic.

We are no longer proposing to move construction materials by sea (see page 7 for details), however our proposals for a beach-handling facility for abnormal large deliveries during construction and operation remain.

For more information on our transport strategy and traffic modelling see Volume 1, Chapter 3 and 4 respectively, of the Stage 3 Consultation Document.
Railled strategy
A rail-led strategy would provide direct access into the main site for freight trains a day (150 movements along a proposed new rail route known as the green route) off Saxmundham-Leiston branch line, together with road improvements including a bypass of Thetford.

We do not yet know with certainty whether the rail-led strategy is likely to involve greater delivery risk than the road-led strategy.

The rail-led strategy in particular involves significantly greater works to rail infrastructure. Ongoing feasibility work is required in the early years of construction. For the road-led strategy, such work requires additional physical surveys, site assessments and detailed design work. In addition to considering the Stage 3 consultation responses, we will need to further assess these risks and any potential implications on programme with Network Rail’s assistance, as part of our decision on which strategy to pursue in the application for development consent. We welcome your feedback on the effects on protected species, landscape, PRoWs, and other key rail elements including:

- a new level crossing where the new railway line crosses the B1122 (Alde Road) and relocation of the junction of the B1122 (Alde Road) and Lower Lane;
- upgrading 33 or closing and diverting 12 level crossings (see Volume 1, Chapter 9 of the Stage 3 Consultation Document and detail of potential route diversions on the map in this document and on the inside cover of this document and on the inside cover of this document and on page 22), other key rail elements include:
  - repairs or replacement of existing track to freight management facility;
  - temporary or permanent closure of Buckleswood Road to vehicles, with a new footbridge to provide a pedestrian connection;
  - repairs or replacement of existing track to freight management facility;
  - temporary or permanent closure of Buckleswood Road to vehicles, with a new footbridge to provide a pedestrian connection;

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.
We estimate that there would be an average of 225 HGV deliveries (HGV movements) a day at peak construction under the rail-led strategy. At many periods in the construction phase, the number of HGV deliveries would be lower than the average, however on the busiest days, the number of movements could be up to twice the average.

Following feedback from the Stage 2 consultation and further technical studies, we are proposing a bypass of Thetberton as part of the rail-led strategy. It replaces Stage 2 proposal for a number of small-scale improvements in Thetberton, however we are proposing improvements to the junctions of the B1122 with Mill Street including the road to the west of the junction to improve visibility for traffic on the B1122 and help traffic exiting Mill Street.

The Thetberton bypass would be a single arm bypass running from a point between Middleton Moor and Thetberton, and ending on the B1122 east of Thetberton, close to the main construction site entrance. It would be approximately 2.6km long and cross predominantly agricultural land.

The bypass would relieve the B1122 through Thetberton of peak construction period traffic, substantially reducing impacts associated with Stage 2. It would be open for use by the general public during and after construction, relieving Thetberton of through traffic.

Key environmental considerations include the effects on protected species, PNNAs, local road character, heritage assets, landscape designations, landscape character views and residential amenity. A number of mitigation measures have been identified and incorporated into the design to help reduce effects, including retention of existing landscaping along the route and new planting to further screen the bypass from adjoining properties and PNNAs.

For more information see Volume 1, Chapter 11 of the Stage 3 Consultation Document.
Road-led strategy

Under the road-led strategy, we are proposing a new Sowell link road from the A12 to the B1122 west of Thetford, and a freight management facility to the east of Sowell, along with two trains a day by Sowell Hall or a new rail siding on LBEC throughout construction.

We estimate that there would be an average of 375 HGV deliveries (30 QM movements a day) under the road-led strategy at peak construction. At many periods in the construction phase, the number of HGV deliveries would be lower than the average, however on the busiest days, the number of movements could be up to twice the average.

As proposed common to both strategies, the A12 two- lane bypasses of Farnham and Stratford St Andrew (see page 35) and other road improvements (see pages 36-37) are also part of the road-led option.

Sowell link road

Originating south of Yoxford, the Sowell link road would run approximately 4.8km across predominantly agricultural land to the south-west of the existing B1122.

The route would incorporate the design of the Thetberton bypass (proposed as part of the rail-led strategy, see page 27), extending further to bypass Middleton Moor, and joining the A12 south of Yoxford. It would substantially reduce Sowell C traffic volumes passing through Yoxford, Middleton Moor and Thetberton, reducing noise, vibration and severance impacts and providing a major and permanent legacy benefit to the residents of these villages.

Traffic travelling from the south (Yoxford) on the A12 will turn onto the Sowell link road prior to Yoxford, thereby avoiding the village. Traffic travelling from the north (Sowell) will utilise the proposed new roundabout A12/B1122 junction and follow the B1122 for a short distance before accessing the Sowell 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 Thetberton, Middleton Moor, and properly fronting the existing road.

Key environmental considerations include the effects on protected species, Phillis, local road character, heritage assets, landscape designations, landscape character, views and residential amenity (see volume 1, chapter 5 of the Stage 3 Consultation Document for more information). Design and mitigation proposals are yet to be fully finalised but would be included in the proposals in our application for development consent.
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. In addition to the accommodation camp, our proposals to support the movement of people remain as previously presented at Stage 2 and include:

- two temporary park and ride facilities on the A12 to intercept traffic coming from the north and south;
- direct bus services operating from Leiston (in response to feedback from Stage 2, lessons from Hinkley Point C and further technical work), Ipswich and Lowestoft; and
- bus pick-up services from Saxmundham station for workers using rail services on the East Suffolk line.

Our proposed locations for the park and ride facilities - Darsham in the north and Wickham Market in the south - remain, however further technical work, along with feedback from Stage 2 consultation has resulted in some design changes.

When the construction phase is at its peak, the park and ride sites would operate seven days a week, with the movement of buses responding to the shift patterns of workers coming to and from the main development site.

See Volume 1, Chapters 13 and 14 of the Stage 3 Consultation Document.

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

Our traffic modelling now shows a need for more car parking spaces at each site than were previously proposed, however the size of the sites remains the same.

Both the northern and southern sites would have:

- parking for around 2,250 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 terminal 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;
- on-site soil storage to support site restoration when the facility is no longer needed.

Further detail on our strategy for moving the construction workforce is set out in Volume 1, Chapter 5 of the Stage 3 Consultation Document.

Freight Management Facility

Under the road-led strategy 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 considering two sites for the freight management facility (see fig 5.9):

- Option 1: a site of approximately 9.9 hectares close to the A12/A14 Seven Hills junction (see fig 5.10) which would be accessed off the Old Felixstowe Road;
- Option 2: a site of approximately 9 hectares at Innocence Farm, located immediately to the north of the A14 (see fig 5.11).

Whichever location is chosen, the proposals are likely to have some effects on the environment during construction, operation, and removal and restoration, although most of the effects are unlikely to be significant. Details of our assessment of impacts, including the environmental baseline, environmental effects, and proposed mitigation, can be found in Volume 2, Chapter 10 of the Stages 3 Consultation Document.

Freight management facility

2 available options

Fig 5.11: Option 2 - Innocence Farm

Fig 5.9: Freight management facility site options

Fig 5.10: Option 1 - Seven Hills
Northern park and ride • Darsham

Our proposed site for the northern park and ride is mainly agricultural land located west of the village of Darsham (see fig 5.12). The site has been designed, as far as possible, to keep buildings near the existing built-up area and railway station.

Following feedback from residents and the local authority at the Stage 2 consultation, we are now proposing a relocated access route further north along the A12 near Willow Marsh Lane.

Additional proposals for the northern park and ride include:

- a new roundabout on the A12 situated to the north of the existing Willow Marsh Lane junction; and
- a 20m minimum buffer and sustainable drainage infrastructure to separate the parking area from Little Nursery woodland and nearby properties.

The proposals are likely to have some effects on the environment during construction, operation, and removal and restoration, with landscape a key area for consideration. Details of our assessment of impacts, including the environmental baseline, environmental effects, and proposed mitigation, can be found in Volume 2, Chapter 8 of the Stage 3 Consultation Document.

Southern park and ride • Wickham Market

Our proposed site for the southern park and ride is mainly agricultural and located to north-east of Wickham Market (see fig 5.13). Following feedback at the Stage 2 consultation and further technical work, we are proposing two options for mitigation measures to address concerns raised about traffic flows on the B1078 between Border Cot Lane and River Deben bridge.

Additional proposals for the southern park and ride include:

- a postal consolidation facility;
- a Traffic Incident Management Area to enable HGVs to be held in the event of an emergency;
- reducing two lanes to one on the A12 northeast of Wickham Market before the northbound dip road pips the A12 (to avoid the A12 reducing from three lanes of traffic to two);
- requesting that Suffolk County Council reduces the speed limit from 60mph to 30mph on the B1078 that crosses the A12 northeast of Wickham Market;
- security fencing at the perimeter of the site;
- a layout designed to maximise use of existing screening provided by woodland, and additional hedgerow planting and screening mounds; and
- external areas including roadways, footways, landscaping, surface water management areas and drainage infrastructure.

The proposals are likely to have some effects on the environment during construction, operation, and removal and restoration. Details of our assessment of impacts, including the environmental baseline, environmental effects, and proposed mitigation, can be found in Volume 2, Chapter 9 of the Stage 3 Consultation Document.

Fig 5.12: Northern park and ride (Darsham) masterplan

Fig 5.13: Southern park and ride (Wickham Market) masterplan
While our proposals have been designed to limit potential impacts on the local road network, we recognise that the A12 and B1122 are particularly likely to be affected by construction traffic. To limit adverse effects and address potential capacity and safety issues, we are proposing a number of mitigation measures separate to those proposed under the rail-led (see page 25) or road-led (see page 28) strategies.

A12 - two-village bypass

We recognise that Sizewell C traffic would exacerbate an existing problem on the A12 at the Farnham bend and are proposing mitigation to significantly reduce the traffic passing through the narrow bend. Following feedback at the Stage 2 consultation, discussions with Suffolk County Council, and further technical work, our proposal is a bypass of Farnham and Stratford St Andrew (a two-village bypass), with key design changes aimed at reducing environmental impacts.

The single carriageway would leave the A12 to the west of Stratford St Andrew via a new roundabout near Parkgate Farm, following the route shown on figure 5.15, and re-join the A12 with a roundabout to the east of Farnham at the A12/A1094 Friday Street junction (for more information see Volume 1, Chapter 12 of the Stage 3 Consultation Document).

The route would be approximately 2.4km long, crossing agricultural land, floodplain, and the River Alde. It has been realigned considerably further south since Stage 2 to avoid impact on Nuttery Belt and Pond Wood. The bypass would cross existing local roads, for example the access road to Pond Barn Cottages and the access to Farnham Hall. It would also cross public rights of way (PRoW), and at four locations. Key environmental considerations include effects on protected species, landscape, PRoWs, and the River Alde valley. Details of our assessment of impacts, including the environmental baseline, environmental effects, and proposed mitigation, can be found in Volume 2, Chapter 7 of the Stage 3 Consultation Document.

Wickham Market mitigation

There are two options proposed 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.

Option 1: temporary removal - and provision elsewhere - of on-street parking spaces on the B1078 between Border Cot Lane and River Deben bridge to create a continuous two-way road that would minimise delays. On-street parking would be reinstated when the park and ride is no longer needed; or

Option 2: improvements to Valley Road and Easton Road to allow Sizewell C traffic from the B1078 to be diverted north of Wickham Market via Valley Road, Easton Road and the B1114 to reduce the potential for congestion on the B1078. This would include realigning Valley Road, forming junctions, improving road markings, surfacing and drainage improvements, and extending Easton Road to move the B1114 junction north for improved visibility.

Wickham Market mitigation options

There are two potential options for the B1078 between Border Cot Lane and the River Deben bridge:

Option 1: temporary removal - and provision elsewhere - of on-street parking spaces on the B1078 between Border Cot Lane and River Deben bridge to create a continuous two-way road that would minimise delays. On-street parking would be reinstated when the park and ride is no longer needed; or

Option 2: improvements to Valley Road and Easton Road to allow Sizewell C traffic from the B1078 to be diverted north of Wickham Market via Valley Road, Easton Road and the B1114 to reduce the potential for congestion on the B1078. This would include realigning Valley Road, forming junctions, improving road markings, surfacing and drainage improvements, and extending Easton Road to move the B1114 junction north for improved visibility.

Road improvements

While our proposals have been designed to limit potential impacts on the local road network, we recognise that the A12 and B1122 are particularly likely to be affected by construction traffic. To limit adverse effects and address potential capacity and safety issues, we are proposing a number of mitigation measures separate to those proposed under the rail-led (see page 25) or road-led (see page 28) strategies.

A12 - two-village bypass

We recognise that Sizewell C traffic would exacerbate an existing problem on the A12 at the Farnham bend and are proposing mitigation to significantly reduce the traffic passing through the narrow bend. Following feedback at the Stage 2 consultation, discussions with Suffolk County Council, and further technical work, our proposal is a bypass of Farnham and Stratford St Andrew (a two-village bypass), with key design changes aimed at reducing environmental impacts.

The single carriageway would leave the A12 to the west of Stratford St Andrew via a new roundabout near Parkgate Farm, following the route shown on figure 5.15, and re-join the A12 with a roundabout to the east of Farnham at the A12/A1094 Friday Street junction (for more information see Volume 1, Chapter 12 of the Stage 3 Consultation Document).

The route would be approximately 2.4km long, crossing agricultural land, floodplain, and the River Alde. It has been realigned considerably further south since Stage 2 to avoid impact on Nuttery Belt and Pond Wood. The bypass would cross existing local roads, for example the access road to Pond Barn Cottages and the access to Farnham Hall. It would also cross public rights of way (PRoW), and at four locations. Key environmental considerations include effects on protected species, landscape, PRoWs, and the River Alde valley. Details of our assessment of impacts, including the environmental baseline, environmental effects, and proposed mitigation, can be found in Volume 2, Chapter 7 of the Stage 3 Consultation Document.

Wickham Market mitigation

There are two potential options for the B1078 between Border Cot Lane and the River Deben bridge:

Option 1: temporary removal - and provision elsewhere - of on-street parking spaces on the B1078 between Border Cot Lane and River Deben bridge to create a continuous two-way road that would minimise delays. On-street parking would be reinstated when the park and ride is no longer needed; or

Option 2: improvements to Valley Road and Easton Road to allow Sizewell C traffic from the B1078 to be diverted north of Wickham Market via Valley Road, Easton Road and the B1114 to reduce the potential for congestion on the B1078. This would include realigning Valley Road, forming junctions, improving road markings, surfacing and drainage improvements, and extending Easton Road to move the B1114 junction north for improved visibility.
We are proposing a number of other road improvements at key locations including:

- **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 and 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 as well as road markings, and vegetation maintenance to improve visibility and safety at the junction;

- **A1094/B1069 south of Knodishall:** changes to signage as well as 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 south of Bramfield:** adding a central reservation island and waiting area to increase junction capacity (see fig 5.16).

For all of these junctions we are also proposing to work with Suffolk County Council to undertake a regular monitoring and review process.

Volume 1, Chapter 17 of the Stage 3 Consultation Document includes more information about each of these proposals.

These permanent road improvement works are likely to have some effects on the environment during construction and operation, although the effects are unlikely to be significant. Details of our assessment of impacts, including the environmental baseline, environmental effects, and proposed mitigation, can be found in Volume 2, Chapter 12 of the Stage 3 Consultation Document.

**A12/B1122 junction**

The B1122 would experience a significant increase in traffic as a result of Sizewell C. Following feedback at Stage 2 consultation and further technical work, 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. For more information see Volume 1, Chapter 16 of the Stage 3 Consultation Document.

An illustrative sketch of the roundabout is at fig 5.16 and the proposed layout, which would be retained after construction, is at fig 5.17.

The roundabout proposals are likely to have some effects on the environment during construction and operation. Details of our assessment of impacts, including the environmental baseline, environmental effects, and proposed mitigation, can be found in Volume 2, Chapter 11 of the Stage 3 Consultation Document.

The roundabout proposals are likely to have some effects on the environment during construction and operation. Details of our assessment of impacts, including the environmental baseline, environmental effects, and proposed mitigation, can be found in Volume 2, Chapter 11 of the Stage 3 Consultation Document.

These permanent road improvement works are likely to have some effects on the environment during construction and operation, although the effects are unlikely to be significant. Details of our assessment of impacts, including the environmental baseline, environmental effects, and proposed mitigation, can be found in Volume 2, Chapter 12 of the Stage 3 Consultation Document.
As outlined in this document, developing a new nuclear power station is a significant task and there are a number of consents and permissions required for the construction and operation of Sizewell C. In addition, there are other elements that, although not part of this consultation, provide useful context.

**UK EPRTM technology**

The Sizewell C site would include two reactors, known as the UK EPRTM, capable of generating enough electricity to supply approximately six million homes in Britain. The design of the UK EPRTM is based on pressurised water reactor (PWR) technology that has been used successfully and safely around the world for many years, currently operating in over 80% of nuclear power stations worldwide.

The UK EPRTM underwent a Generic Design Assessment (GDA) process, which concluded when the Office for Nuclear Regulation (ONR) issued a Design Acceptance Confirmation (DAC) and the Environment Agency issued a Statement of Design Acceptability (SoDA) in December 2012. For more information on GDA see: [www.onr.org.uk/new-reactors](http://www.onr.org.uk/new-reactors).

**Safety**

We make safety our overriding priority. Nuclear power is one of the most rigorously regulated industries in the UK. In addition to the Development Consent Order, in order to construct and operate Sizewell C, we would require a nuclear site licence from the ONR and environmental permits from the Environment Agency.

**Fuel and waste**

The design of the UK EPRTM makes more efficient use of nuclear fuel than current reactor designs, reducing the amount of spent fuel produced. 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.

**Decommissioning**

At the end of its electricity generation lifetime, Sizewell C would be decommissioned in a process likely to take about 20 years and requiring consents 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.

**Wildlife habitat creation**

We have created a new wildlife habitat at Allihurst Farm, Leiston, to benefit both people and wildlife, and help compensate for any future potential land-take from the Sizewell Marshes Site of Special Scientific Interest (SSSI). Suffolk Coastal District Council granted planning permission for this in March 2015 following a period of public consultation. The 67-hectare site has been converted into a new wetland habitat that will benefit a variety of wildlife, including water voles, otters, eels, amphibians, reptiles and birds, as well as rare plants.

In addition to Allihurst Farm we are proposing to create heathland and grassland, at a site to be identified, to establish a suitable habitat for reptiles that would need to be removed from the development site before construction begins.

**Purchase of land**

To enable Sizewell C to go ahead, we would need to make use of some land outside the EDF Energy estate - temporarily or permanently - for construction activities as well as associated development. We are committed to acquiring the rights to use this land through private negotiations. Should it not be possible to reach agreement to acquire land by private treaty, we will apply for powers of compulsory purchase or rights of access as part of our application for development consent.

If you believe you have a legal interest in any of the land required for our proposals and have not been approached by our agents, please contact us by one of the means listed on page 5.
7. Next steps

Responding to the consultation

We encourage you to respond to this Stage 3 consultation in one of the following ways:

- Complete a questionnaire: www.sizewellc.co.uk
- Email your comments to: 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.
- Visit our website: www.sizewellc.co.uk

Copies of all the consultation documents are available in hard copy and on USB memory sticks at the 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).

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

Our website, www.sizewellc.co.uk, contains all Stage 3 consultation documents.

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

The deadline for responses to Stage 3 of our consultation is 29 March 2019.

What happens next

Some significant decisions remain on the content of the proposals to be included in our application for development consent.

Following Stage 3 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.
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**
এই লেখাটি যদি অন্য ভাষাতে বুঝতে চান তাহলে নিচের নম্বরে ফোন করুন 0800 197 6102.

**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 telefoanați la numărul 0800 197 6102.

If you would like this information in another format, including audio or large print, please call 0800 197 6102.