Foreword

EDF Energy is delighted to begin the formal consultation for our proposed new nuclear power station, Sizewell C. We look forward to discussing our plans with local communities in Suffolk and with other stakeholders.

Sizewell C would generate enough electricity to supply one in five homes in Britain. It would make an important contribution to the UK’s future needs for low carbon, secure and affordable energy.

It would also create significant business, training and employment opportunities locally, regionally and throughout the UK.

I urge you to play an active role in this consultation process and encourage you to visit one of our consultation events (see table for dates and locations). The Sizewell C project team will be available at these events to help you understand the proposals and answer your questions.

We will undertake to consider your feedback and to take it into account as we prepare detailed plans for Sizewell C.

Richard Mayson
Director of Planning and External Affairs
Nuclear New Build, EDF Energy

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<td>Melton - Woodbridge</td>
<td>The Lindos Centre, Saddlemakers Lane</td>
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The Consultation

Consultation process
EDF Energy\(^2\) intends to submit an application to the Secretary of State for development consent to construct and operate a new nuclear power station, Sizewell C, along with accompanying associated development. Prior to submitting this application, we are consulting on our proposals. This is Stage 1 of our pre-application consultation.

This document summarises our Stage 1 initial proposals and options for the new power station and the associated development.

This is your first opportunity to obtain information on the proposals and to give us feedback on our work so far.

In addition to this summary, the documents available for the Stage 1 consultation are:

- Consultation Document
- Transport Strategy and Supporting Information
- Environmental Report

The Stage 1 consultation will be open until 6 February 2013 and responses must be received by this date. Following Stage 1 of the consultation we will consider all responses and feedback and use them to inform the development of our plans. We will then publish our preferred options in a Stage 2 consultation. Stages 1 and 2 may be supplemented by limited, focused stages of further consultation where necessary.

Before starting Stage 1 consultation, we prepared and published a Statement of Community Consultation explaining how we propose to consult the local community about our proposals. In preparation for this, we consulted the relevant local authorities about what it should contain. For more information see: http://sizewell.edfenergyconsultation.info.

Scope of consultation
Throughout the consultation process we encourage you to comment on:

- Our overall proposals for the Sizewell C nuclear power station;
- Options for associated development needed to support the construction and/or operation of the power station; and
- The potential effects on the local community, both positive and negative.

Where we have a preferred option for our associated development proposals, we have identified our preference and set out the reasons why it is preferred.

The principle of the need for new nuclear power stations and the choice of Sizewell as a potentially suitable site have already been determined and voted on by Parliament, following public consultation and debate. These are outside the scope of this consultation.

How to respond to this consultation
You can respond in the following ways:

- A public questionnaire can be found at the back of this document, and online at: http://sizewell.edfenergyconsultation.info.
- You can email your comments on this document to: sizewell@edfconsultation.info.
- Written responses can be posted to Sizewell Nuclear New Build, FREEPOST LON20574, London, W1E 3EZ.
- You can also call our freephone number 0800 197 6102 during normal office hours.

Copies of all the documents are available to view during the Stage 1 consultation period at the Sizewell C Information office 9.30am-5pm Mon-Fri and 9am-12pm Sat (48-50 High Street, Leiston, IP16 4EW); during normal office hours, in the offices of Suffolk County, Suffolk Coastal District, Waveney District and Ipswich Borough Councils; and at the public exhibitions and events that will be held during the consultation period. Documents will also be available in a number of local public libraries, on disc and to download by visiting the Project website: http://sizewell.edfenergyconsultation.info.

Please remember that the deadline for responses to this first stage of our consultation is 6 February 2013.

1 NNB Generation Company Limited, whose registered office is at 40 Grosvenor Place, London, SW1X 7EN (referred to in this document as “EDF Energy”)

2 Please note: throughout this document all uses of ‘we’, ‘us’, ‘our’ and ‘the company’ refer to EDF Energy

Consultation flowchart
Sizewell C power station

We plan to build the new nuclear power station in Suffolk, on land immediately to the north of Sizewell B power station and in an area that has had nuclear power stations operating since 1966.

Should we receive the necessary consents, and once the site has been prepared, we expect that construction of the power station would take approximately seven to nine years.

Information on the Project aims and objectives can be found in the Consultation Document.

Components of the power station

Once built, the Sizewell C power station buildings would occupy approximately 32 hectares of land. Our approach to the Sizewell C Project takes into account the sensitive nature of the surrounding environment.

The permanent components of the power station would be:

- two UK EPR reactor units made up of reactor buildings and associated buildings (the ‘Nuclear Island’), and turbine halls and electrical buildings (the ‘Conventional Island’);
- cooling water infrastructure including pumphouses, associated buildings, tunnels extending out to sea and headworks;
- interim storage for nuclear waste and spent fuel;
- external plant including bulk storage tanks;
- operational service centre and ancillary, office and storage buildings;
- transmission infrastructure including a National Grid 400kV substation, removal and relocation of one existing National Grid pylon/tower and associated realignment of power lines;
- internal roads, a bridge, car parking and a helipad;
- access road to adjoin the B1122 and related junction improvements;
- sea protection;
- Simulator Building/Training Centre;
- a Sizewell Visitor Centre; and,
- landscaping of the areas to be restored following their use during construction.
The Sizewell C site would include two reactors, known as UK EPRs, capable of generating enough electricity to supply approximately five million homes in Britain.

The design of the UK EPR is based on technology used successfully and safely around the world for many years. It includes innovations to enhance performance and safety.

The UK EPR is currently undergoing a Generic Design Assessment process, carried out by the Office for Nuclear Regulation (ONR) and the Environment Agency. For more information see: www.hse.gov.uk/newreactors.

Fuel and waste
The design of the UK EPR makes the most efficient use of fuel possible, ensuring the least possible amount of spent fuel is produced.

Spent fuel removed from the reactors would initially be stored underwater in a reactor fuel pool. 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.

Safety
We make safety our overriding priority. Nuclear power is one of the most rigorously regulated industries in the UK. In order to operate the proposed new nuclear power station we would require a nuclear site licence from the ONR and environmental permits from the Environment Agency.

Decommissioning
At the end of electricity generation at Sizewell C the site would be decommissioned, a process likely to take about 20 years. However, the spent fuel store would continue to operate until a national geological disposal facility becomes available.
Sizewell C access

We propose to build a new access road to link the Sizewell C site 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 station is operational. This access road is required due to regulatory requirements that all new nuclear power stations have two separate accesses. The existing Sizewell power stations’ road would provide the secondary access.

Environmental considerations

A range of potential impacts on the environment could arise from the construction and operation of the power station. The assessment of whether any of these potential impacts are likely or significant is currently underway as detailed in the Environmental Report published alongside this Summary Document.

Landscape

The Sizewell C site is within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) and on the Suffolk Heritage Coast. Our proposals will be carefully designed to mitigate any adverse effects on these areas.

We will also prepare a landscape strategy for the areas to be restored after construction, and for the rest of the land in the area owned by EDF Energy. Our aim is to make long-term landscape improvements once the power station has been built.

Ecology

The Sizewell C site lies within an area of ecological sensitivity - the Sizewell Marshes Site of Special Scientific Interest (SSSI) - and would require a small part of the SSSI to be developed. We would limit land take from the SSSI and are exploring opportunities to provide replacement habitat nearby.

We are running an extensive programme of studies to understand the potential impact on marine ecology and fisheries so that we can identify any appropriate mitigation measures.

Historic environment

We are committed to taking the historic environment – including archaeology and heritage assets, such as Leiston Abbey - into full consideration in the development of Sizewell C. The potential for unrecorded archaeology to be present is being investigated and, if features of interest are found, we would preserve them in a manner to be agreed with the local authorities and English Heritage.

Coastal processes

We have been monitoring coastal processes in the area surrounding Sizewell C for a number of years. Our studies will help us decide how best to protect Sizewell C while limiting effects on the local environment as far as practicable. The future evolution of the coastline itself and the offshore Sizewell and Dunwich Banks, and the potential long-term interactions between the Minsmere Sluice, local shores and Sizewell C are being considered as part of our studies.

Flood risk assessment

Our proposals for Sizewell C will take into account risks associated with potential flooding, notably from the North Sea, nearby rivers and other watercourses. We will also take into account any risks that may arise through climate change. We will work closely with the Environment Agency and other key stakeholders, including the local authorities and the local Internal Drainage Board, to develop a robust flood risk assessment and to agree any suitable mitigation measures.

Footpaths

We recognise that footpaths and access to the beach are important and we would aim to restrict access only when necessary to ensure public safety during essential engineering works. During the construction of Sizewell C, some public footpaths would be closed or diverted, however, any closures of footpaths would be agreed with the local authority and the public would be given advance notice.
Visitor Centre

We are proposing to build a new Visitor Centre, which would eventually replace the temporary Visitor Centre at Sizewell B. It would be open to members of the public and would be an education facility to enable people to find out more about our nuclear power stations and how we generate electricity.

There are three options for its location and we would like to hear your views about these:

Option 1: Lover’s Lane
This option is located next to one of the accommodation campus options. This would give distant views of the power stations and could be linked to existing footpaths.

Option 2: Sizewell Beach
This would be located close to the existing tourist facilities on the beach. On leaving the centre, visitors would be able to view the power stations on a short walk along the beach.

Option 3: Goose Hill
This site would provide the best view of Sizewell C as well as giving access to the beach.
Construction and temporary development

Some land near the power station site would be needed during construction, for example, to store building materials and equipment, to assemble components and to store excavated material. Our plans involve use of the land adjacent to the proposed new access road in the Goose Hill area and on farmland north of Kenton Hills and around Ash Wood.

A temporary jetty to allow delivery of very large loads, import of bulk construction materials, and export of excavated materials by sea would also be necessary for construction. Once Sizewell C is operational, very large items known as Abnormal Indivisible Loads (AILs) might occasionally need to be brought in – for example to replace a major piece of equipment. This might require permanent retention of some elements of the jetty.

In addition, we propose to use land near the existing rail head in Leiston, immediately to the east of the Eastlands Industrial Estate, for construction purposes.

Two temporary bridges would be required during construction to provide access across the SSSI watercourses and between the construction areas and the main power station area.

In order to prepare the Sizewell C site for development, some works will need to take place before construction of the power station starts. This includes the relocation of some Sizewell B buildings and early site preparation.
Creating long-lasting opportunities
Sizewell C would be one of the biggest and most technologically complex construction projects ever built in the UK. A key benefit for the community would be the high quality employment and training it would generate.

The workforce
Over the lifetime of the construction project we estimate that overall approximately 25,000 employment opportunities would be created and at its peak the construction site workforce would be about 5,600 people. Other jobs would also be created off-site through increased economic activity in the area.

At the site there would be a range of shift patterns for workers, aimed at ensuring efficient working whilst reducing travel in peak periods.

We would create an employment brokerage service to support local people looking for work at Sizewell C. During operation of the power station there would be about 900 permanent jobs available.

Education and skills for employment
We will work in partnership with schools, colleges, training providers, local authorities and central government to help develop education programmes and skills required to support the construction of Sizewell C. We would also create apprenticeships and graduate schemes.

Many of the skills required during the construction would be transferable, opening up the opportunity for further employment once Sizewell C had been built. We would work to build longterm sustainable skills for future generations.

Local business opportunities
Sizewell C would create many opportunities for local businesses to supply their goods and services. A website run by the Suffolk and Norfolk Chambers of Commerce is now available for businesses to register their interest in becoming suppliers: www.sizewellsupplychain.co.uk.
We have developed initial plans for accommodating, and moving, the large number of people who would build Sizewell C. Our aim is to reduce the potential traffic pressure caused by workers travelling to and from the Sizewell C development site. We intend to build a temporary accommodation campus and park and ride facilities near the Sizewell C development site to reduce the number of journeys taken by private car. In addition, we are aiming to reduce the potential volume of freight on the roads by using sea and rail to move construction materials.

Accommodation

When construction is at its peak we estimate that about 34% of the construction workforce would live at home and commute to work. The remaining 66% would live in temporary accommodation in the area and we propose to build a temporary campus for about 2,000 to 3,000 of these people. We believe our campus proposal would benefit our workers, nearby local communities, and the Sizewell C Project because:

› it would significantly reduce the amount of travel by workers going to and from the Sizewell C site;
› we know from experience that a campus would be likely to be popular with our workers – a similar, smaller campus created for the construction of Sizewell B had a waiting list of people wanting to stay in it;
› it would also reduce the pressure on other local accommodation;
› housing our construction workers close to the site would bring efficiency and productivity gains - for example, it would make it easier for staff to work flexibly in shifts to meet particular construction needs;
› workers’ response times would be shorter with key personnel nearby;
› a single large campus would make it easier to ensure that our workers adhere to the codes of behaviour.

The campus would consist of three or four-storey accommodation buildings, plus indoor and outdoor recreation and leisure facilities, car parking and services including waste and utilities. Unless otherwise identified, we intend to restore these sites to farmland after construction.

There are three options for the location of this campus and we would like to hear your feedback on these.
Accommodation and Transport

Option 1: Development Site Campus (preferred option)

Located next to the main construction site entrance, this option would allow people to walk to work, avoiding the need for buses. This would improve the efficiency of construction and help to limit traffic impacts.

The site is outside the AONB and is further away from designated ecological sites than the other two campus options.

We would consider ways of bringing Upper Abbey, including the Grade II listed farmhouse and barn, into productive use within the campus. The campus design would also take account of the nearby Leiston Abbey, for example through sensitive siting and the provision of screening.
**Option 2: Sizewell Gap Campus**

This site is south of Sandy Lane and north of Sizewell Gap, about 2.4km from the main construction site entrance, so most people would take a bus to work.

The site, which could be used for the proposed Visitor Centre as well as the campus, is within the AONB.

There are also a number of important ecological sites in the local area – to the north, the SSSI, and to the south, the Leiston–Aldeburgh SSSI and the Sandlings Special Protection Area (SPA). The site would be screened from these areas.
Option 3: Leiston East Campus

Located in fields to the south of the Sizewell Sports and Social Club, this site is 2.7km from the main construction site entrance, so most journeys to work would be by bus.

As it is just east of Leiston, it could benefit businesses there through workers having better access to local services. A new road would be needed to reach the campus and this would lie within the AONB. The site is also in close proximity to the ecologically important Leiston-Aldeburgh SSSI and Sandlings SPA, but would be screened.

Once Sizewell C had been built, there might be the potential for the outdoor recreation area to remain for local community use.
Park and ride

Park and ride facilities would significantly reduce the amount of Sizewell C traffic on local roads during the peak years of construction. We propose to build two temporary park and rides near the A12 – one for drivers approaching Sizewell from the north and the other for those approaching from the south. The park and rides would have spaces for up to about 1,000 cars plus space for minibuses, motorcycles and bicycles. There would be a bus interchange with shelters and a small welfare building. In addition, one of the park and rides could hold a temporary workers’ induction centre and postal facilities. The southern park and ride could also include lorry parking – see the Lorry Management section on page 23.

Unless otherwise identified, we intend to restore the park and ride sites to their current use once construction of Sizewell C is completed.

There are three options for each of the park and ride locations and we would like your feedback on these.

For the northern park and ride, the options are:

› Option 1: Yoxford Road
› Option 2: Darsham
› Option 3: A12/A144 junction
Option 1: Yoxford Road
Located on the Yoxford Road, this site is ideally placed to intercept Sizewell traffic travelling south on the A12, and east along the A1120. It would also reduce traffic passing through Theberton.

The proposed layout would enhance screening of the development from the long distance views to the north and from the residential properties to the east.

Existing hedgerows within and around the site would be kept where practicable.
Option 2: Darsham
This site is well positioned to intercept southbound traffic on the A12 as well as traffic travelling along the A144 from Halesworth. It would also make a good collection point for workers travelling to Sizewell C by rail.

A disadvantage of the site is that workers travelling east along the A1120 would need to divert some 1.7km along the A12 from Yoxford to reach it. The site is also quite open in aspect, although the properties along the A12 frontage are well screened from the site by trees. New planting is proposed around the site perimeter to improve screening.

We envisage that some limited infrastructure at the southern end of the site may be retained once Sizewell C is operational to enhance train station facilities.
Option 3: A12/A144 Junction

This site, bounded to the west by the A12, includes the former Little Chef (now closed). The site extends behind the gardens of a row of properties on the A12, screened from the site by mature woodland.

The advantage of this location is that it is well placed to intercept traffic travelling south on the A12 and along the A144 from Halesworth.

A disadvantage of this site is that workers travelling east along the A1120 would need to divert more than 3km along the A12 to reach it.

There are a number of residential properties to the north and west, some of which are listed. Existing hedgerows within and around the site would be kept where practicable, to screen the site.

Accommodation and Transport

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Not to scale

A12/A144 Junction zoning diagram (Option 3)
For the southern park and ride, the options are:

- Option 1: Wickham Market (preferred option)
- Option 2: Woodbridge
- Option 3: Potash Corner

Southern park and ride site options map
Option 1: Wickham Market (preferred option)

This is our preferred option because it is easily accessed from the A12 and is closer to Sizewell C than the two other options, meaning shorter journey times to the construction site.

Existing woodlands around the site would be retained, and new planting is proposed, to help screen the site.

It is likely that there is unrecorded archaeology at the site, which would be preserved in a manner to be agreed with the local authorities.
Option 2: Woodbridge

This site has been chosen as it is well placed for northbound traffic and can be easily accessed from the existing roundabout.

However, journey times to Sizewell C would be longer than from Option 1.

We would retain the public rights of way that cross the site, but diversions might be needed.

There are long-distance views of the site from the west that would need to be screened, whilst existing planting would screen views from Woodbridge.
Option 3: Potash Corner

This site is well placed for northbound traffic on the A12, but journey times would be longer than for Option 1. There are a number of residential properties near the site – including some at Potash Corner and others to the north-west – as well as a number of listed buildings in the vicinity. Existing trees and hedges would provide screening and additional planting would be provided as necessary.

We would retain the public rights of way within the site, but diversions might be needed.

The north-west corner would be used for soil storage and grassed over to protect views from local properties.
Rail improvements

We propose to upgrade and extend parts of the existing rail network near Sizewell, so that it could be used for the delivery of freight during construction and help reduce road freight movements. We would work with Network Rail to build a ‘passing loop’ track so trains can pass each other at Wickham Market Station, allowing rail to be used for freight deliveries up to four or five times a day. We would also need to increase capacity for unloading freight at or near Sizewell and we are considering two options for this. We would like to hear your feedback on them.

Option 1: New rail terminal

Develop a new and larger rail terminal north of King George’s Avenue on land to the north-east of the Leiston industrial estate. A new rail terminal at this location would create substantial additional space for unloading and storing rail freight for onward delivery to the development site. This location would also avoid use of the level crossing on King George’s Avenue, and unloading operations would take place further away from residential areas of Leiston than the existing terminal. We are also considering this land as a temporary area for construction purposes.
Option 2: Temporary rail extension (preferred option)

Build a temporary extension of the rail line into the construction area itself. We prefer this option because it would encourage contractors to use rail rather than road for freight deliveries, benefiting local communities and the construction programme.

If we were to go ahead with Option 2, we have identified three different potential routes for the rail line extension – red, green and blue, as shown on the map. These proposed routes are indicative and we would work to refine them after hearing feedback from this consultation.

The blue and green routes would avoid trains passing residential areas of Leiston. However, these routes would potentially have an adverse impact on the landscape and affect views from Leiston Abbey. The red route is the shortest of the three potential routes, with the least impact visually. At present, we favour either the green or the red route. The blue route is not only the longest but would also enter the Sizewell C development site at the place we wish to locate the accommodation campus.

Sea transport

Our proposed jetty would play a major role in moving freight during construction, significantly reducing the need for road transport. The jetty will allow the sea delivery of bulky materials and very large items known as Abnormal Indivisible Loads (AILs), and the removal of excavated material.
Lorry management

Although we plan to transport large amounts of freight by sea and rail, there will still be some freight that cannot practicably be moved other than by road.

At present we forecast there will typically be between 100 and 300 lorry or Heavy Goods Vehicle (HGV) deliveries per day in the years of peak construction. We anticipate that the A12, and then the B1122, will be the approved HGV route for deliveries – as was the case during the construction of Sizewell B.

We will put in place a range of management systems to control the timing and number of HGV movements through the local road network. These systems may require the construction of a lorry park with around 50-100 parking spaces to help manage vehicle flow.

We would prefer this lorry park to be built at the selected southern park and ride site, thereby avoiding an additional development. However an alternative would be to have a standalone site, which could ultimately be used to manage lorries heading for the Port of Felixstowe.

There are three site options for a standalone lorry park and we would like your views on these.

Lorry park site options map
Option 1: Orwell Lorry Park (West)

Option 1 is situated to the west of the Orwell Crossing Lorry Park adjoining the Ransomes Europark industrial estate. The advantages of this site are that it is already allocated for employment use and it lies outside the Suffolk Coast and Heaths AONB.

There are residential properties to the north but these are separated from the site by the railway and the A1156.

The site would be accessed by a new junction off the A14, and the existing access into the Orwell Crossing Lorry Park would be closed.
Option 2: Orwell Lorry Park (East)

Option 2 is situated to the east of the Orwell Crossing Lorry Park. There is residential housing along the site’s northern boundary which is separated from the site by the railway.

The advantage of this location is that the land is likely to be required in any event to construct a new access into the site from the A14. However, this site lies within an isolated fragment of the Suffolk Coast and Heaths AONB, separated from the rest of the AONB by the A14 corridor.

There is a public footpath running through the centre of the site, which would require a diversion.

The site would be accessed by a new junction off the A14, and the existing access into the Orwell Crossing Lorry Park would be closed.
Option 3: A12/A14 Seven Hills Junction

The site would be accessed off the Old Felixstowe Road. Seven Hills Crematorium is located immediately to the west of the site. If this option is selected, the lorry park would be positioned so that there would be adequate space to the west to provide an effective landscape screen. Screening would also be provided along the site’s other boundaries.
Road improvements

Through proposed major investment in rail and sea options, campus accommodation and park and ride facilities, we are aiming to limit the likely impacts on traffic as a result of Sizewell C. However, we recognise that some of the most likely areas for impact during construction are on the A12 and B1122.

**A12**

We are carefully examining whether traffic impacts could justify a bypass around the single carriageway section of the A12, through Marlesford, Little Glemham, Stratford St Andrew and Farnham. At this time our view is that a full four village bypass cannot be justified as a result of the expected 5-15% rise in traffic we forecast at the peak construction period.

**Option 1: A bypass of Farnham**

This would reduce accident risk and traffic flow through the village, but would mean building a road through farmland and open countryside.

**Option 3: Put HGV traffic controls at Farnham**

This should reduce accident risk but would worsen the potential for congestion. In addition it would not remove traffic through the village.

**B1122**

The B1122 will experience a substantial increase in traffic as a result of Sizewell C. We consider that the junction of the A12 with the B1122 at Yoxford is likely to require improvement and that a roundabout will be required – more details will be presented at a later round of consultation. We also recognise the potential for Sizewell C traffic to cause adverse amenity and noise impacts to properties near the B1122 and in the village of Theberton. We will consult with the residents of these properties to consider how best to mitigate potential effects from Sizewell C traffic.
Responding to this consultation

We are keen to hear your views on this Stage 1 consultation for Sizewell C and we encourage your feedback in the following ways:

› A public questionnaire can be found enclosed within this document, and online at:  
  http://sizewell.edfenergyconsultation.info

› You can email your comments on this document to:  
  sizewell@edfconsultation.info

› Written responses can be posted to Sizewell Nuclear New Build, FREEPOST LON20574, London, W1E 3EZ

› You can also call our freephone number 0800 197 6102 during normal office hours.

Copies of all the documents are available to view during the Stage 1 consultation period at the Sizewell C Information office 9.30am-5pm Mon-Fri and 9am-12pm Sat (48-50 High Street, Leiston, IP16 4EW); during normal office hours, in the offices of Suffolk County, Suffolk Coastal District, Waveney District and Ipswich Borough Councils; and at the public exhibitions and events that will be held during the consultation period. Documents will also be available in a number of local public libraries, on disc and to download by visiting the Project website:  
  http://sizewell.edfenergyconsultation.info

Please remember that the deadline for responses to this first stage of our consultation is 6 February 2013.