



Community Newsletter

East Coast College students say
yes to jobs, yes to Sizewell C!

Energy Skills Centre



LATEST NEWS

We are listening: Consultation on proposed changes to Sizewell C plans

Fewer lorries – more sea and rail deliveries

New Environmental Trust to manage Sizewell's estate

Improving Sizewell C for East Suffolk



Julia Pyke
Nuclear Development Director

Thank you for reading our latest newsletter on plans for a new nuclear power station at Sizewell.

In June, the UK's Planning Inspectorate (PINS) accepted our application for a Development Consent Order (DCO) to build Sizewell C. Since then hundreds of residents, community organisations and stakeholders like Natural England and the Environment Agency have sent their views on the application to PINS.

One of the issues people and organisations like East Suffolk and Suffolk County Councils are most concerned about is the number of HGVs on roads near Sizewell C. We were also asked to provide more reassurance about safeguarding the local environment.

We listened to those views with a responsibility to act on them. And that is what we are doing now. With the benefit of more experience from Hinkley Point C and proposals from our own growing team of engineers, we are now able to consult on some new opportunities to further reduce the impact of construction on local communities and the environment.

The changes mean there will be a significant reduction in the number of HGV deliveries required at the peak of construction, with more of the freight transported by sea and rail.

This newsletter offers a summary of the key proposed changes. More detail is included in the full consultation document which you can find at www.sizewellc.co.uk or by calling 0800 197 6102*.

Separately from the consultation, we intend to establish an independent Environmental Trust to manage biodiversity on the growing Sizewell estate. By completion of Sizewell C, our overall land ownership will have grown to the equivalent of nearly 1,000 football pitches, with the majority in the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. We want to bring the land under the stewardship of this new Trust to ensure that it will develop and thrive.

As well as doing everything we can to minimise the impact of construction, we are continuing to focus on the benefits the project will bring to the region. Due to the impact of the COVID-19 pandemic, the number of Jobseeker's Allowance claimants has more than doubled across Suffolk since January. As well as helping to tackle the climate emergency, Sizewell C will help Suffolk to bounce back and recover from this difficult period by creating jobs, skills and business opportunities.

I invite you to respond to the consultation, which closes on Friday 18 December 2020. I look forward to hearing your views.

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Managing Director of Nuclear Development, Humphrey Cadoux-Hudson and CEO of Inspire Suffolk Terry Baxter discussing skills and employment opportunities in Leiston

Changes to the Sizewell C Plans

From 18 November to 18 December 2020 we are consulting on some proposed changes to the Sizewell C application. The changes relate to transport, the local environment and land use.

We are particularly interested in your views on:

- Proposals that would help deliver more bulk materials by rail and sea and reduce HGV movements on local roads. These include increasing the frequency of freight train movements, enhancing the existing beach landing facility, and proposals for a new temporary beach landing facility.
- The choice of siting the relocated Sizewell B facilities within the Sizewell A complex, avoiding the need for car parking on Pillbox Field.
- Proposals to further mitigate ecological impacts, including a bridge on to the Sizewell C platform, which would take up less land in the Sizewell Marshes Site of Special Scientific Interest (SSSI).

The main changes are summarised in this newsletter. More details are outlined in the consultation document.

Where to find the proposals and how to respond

You can view the consultation document and response form by:

- Downloading it from the homepage of the Sizewell C website: www.sizewellc.co.uk
- Calling freephone 0800 197 6102* or emailing info@sizewellc.co.uk to request a hard copy or USB stick.

The UK Government has put in place lockdown measures in response to the COVID-19 pandemic. At the time of writing restrictions will be lifted from 3 December. However, this consultation can be accessed remotely and our team is on hand to answer questions and engage directly with you.

- The Sizewell C team can provide presentations to remote meetings and webinars.
- Members of the team can discuss the proposals over the phone.
- Documents can be sent to your home and feedback received via Freepost, email or collection arranged.
- If you have any questions or would like to speak to a member of the team, please do not hesitate to get in touch.

A specialist team from Planning Aid England is once again on hand to provide support to Town and Parish Councils throughout the consultation.



The Sizewell C Information Office team are here to help

Transport Improvements



Richard Bull
Head of Transport Planning

Building Sizewell C will require moving substantial volumes of construction material. To do this in as sustainable a way as possible, we will follow these principles:

- Reduce the volume of material that needs to be moved away from the Sizewell C site by using it as fill or for landscaping.
- Where material must be delivered to the Sizewell C site, we will try to move it by sea or rail where practicable.
- Where deliveries of material by road remains necessary, we will manage this in a way which reduces local impacts via the use of defined routes for HGVs and systems which can monitor, manage and control the number and timing of HGV movements.

When we submitted our application six months ago it included proposals for a Transport Strategy where around 60% of construction materials would be delivered by HGVs and the remaining 40% by rail and sea.

Following feedback from East Suffolk and Suffolk County Councils, and from responses to our DCO proposals, we have continued to investigate ways to increase rail and sea deliveries. We have been able to identify more of our required material from areas with good rail and sea connections. There is now potential to reduce the total amount of material being moved by road to around 40%.

If this can be achieved it will be possible to reduce HGV numbers on an average typical day at the peak of construction to 250 (500 two-way movements) and 350 HGVs (700 two-way movements) on the busiest day. This represents a reduction of 150 HGVs on the very busiest day (300 two-way movements) compared to the numbers in the DCO submission.

This consultation is seeking feedback on potential options - rather than being a fixed proposal - for increasing the use of rail and sea transport.

The majority of freight could be transported by rail and sea

Offshore geophysical surveying underway close to Sizewell

We are exploring ways to increase sea and rail deliveries.

This work has reached a point at which options are sufficiently clear to consult on, underpinned by preliminary environmental information. Feedback to this consultation will be important in helping us to decide what changes to formally propose for the transport strategy in January.

It is also important to be clear about road deliveries: some materials do not lend themselves to bulk rail or sea transport – including locally sourced materials. We will require HGVs to deliver these construction materials.

Our proposals for mitigating the impacts of this additional traffic on local communities during construction, such as a Two Village Bypass and the Sizewell Link Road, remain part of our plans.



Sea

The Sizewell C application includes proposals for a beach landing facility for the delivery of particularly heavy and large loads by sea.

Following feedback and further analysis, we are now proposing to increase the capacity of the beach landing facility for more deliveries.

We have also looked for ways to bring other bulk materials to site by sea. We are consulting on the potential for a second, temporary beach landing facility to allow this. There are several types of beach landing facility that could be used for importing bulk materials, each with a different capacity. Operating from the start of April to the end of October, a second beach landing facility could deliver a volume of materials which would significantly reduce HGV movements at the peak of construction.

While the rail options and increased sea deliveries could mean hundreds of fewer HGV movements throughout the peak of construction, it is important to note that this relies on sufficient capacity within the mainline timetable. We are seeking views on these potential opportunities while continuing to work with Network Rail to understand mainline capacity.



Rail

Ongoing work with suppliers, local councils and Network Rail on detailed site planning and logistics shows there is potential to increase the amount of freight coming by train to the main site during the peak of construction.

While we are testing potential changes to our rail proposals you can provide your views on options which include:

- Running four trains (seven overnight movements) rather than three trains (five overnight movements).
- Using five trains a day during the busiest period of construction.
- Running trains six days a week (Monday to Saturday).

We fully understand the concerns about noise on the East Suffolk Line – particularly for overnight freight deliveries. We are investigating continuous welded rail lines, the use of slower speeds and the types of trains that could be used to keep noise to a minimum.

More information about rail and sea changes, their potential environmental effects and how you can provide feedback is available at www.sizewellc.co.uk



Katy McGuinness
Environment Planning Manager

Environment

Sizewell B has a long and proud track record as the owner of approximately 600 hectares of land in the Suffolk Coast and Heaths AONB. As the stewards of this land we have made it accessible to the public and won awards for our biodiversity management.

We have created new areas of wildlife habitat in and around the Sizewell estate.

Projects like Aldhurst Farm and the Studio Field complex at Sizewell Gap have been developed with the aim of mitigating the impact building Sizewell C could have on wildlife in and around the temporary construction area.

The plans shown on this page show the past, present and future land use for the Sizewell estate. In short, since 2015, we have converted over 150 hectares of arable land into grassland, equivalent to an area six times the size of Thorpeness Meare.

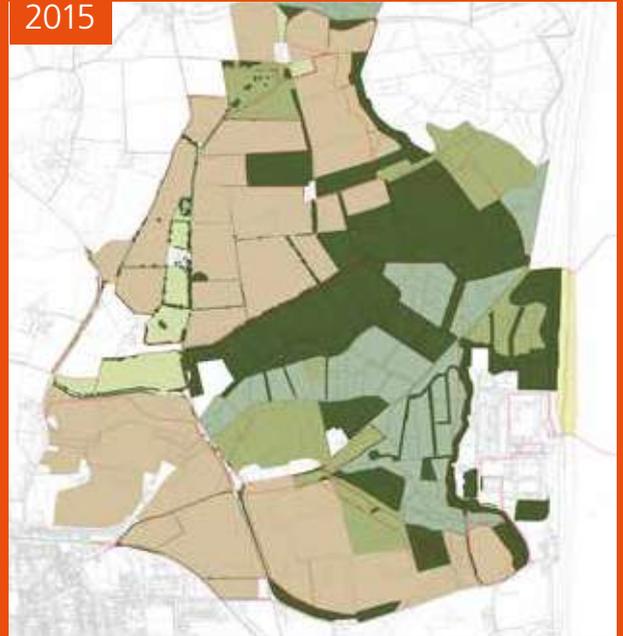
Our proposals for habitat protection and mitigating the impacts on local ecology are all detailed in the Environmental Statement we submitted with our application six months ago.

At the end of construction, our land ownership will have increased substantially with the inclusion of these areas for mitigation.

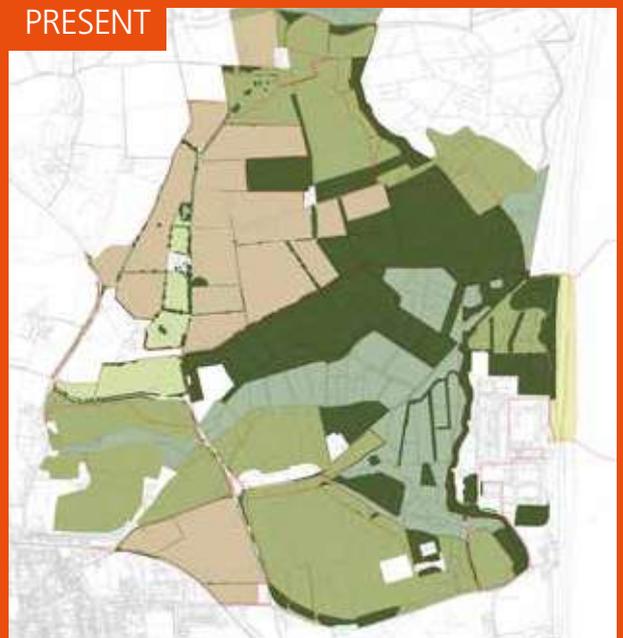
Taking inspiration from a similar project in Dorset, we intend to establish an independent Environmental Trust to manage the ongoing re-wilding and biodiversity of the growing Sizewell estate. We will commit to contributing to the Trust every year during the operation of Sizewell C, with a view to expanding and connecting further parcels of land identified for re-wilding and habitat creation. We will update the community regularly on our progress on this concept.

	Mixed Woodland/Trees		Amenity Landscape
	Dry Sandlings Grassland		Marsh, Fen and Reedbed
	Semi-Improved Grassland		Vegetated Dunes and Shingle Beach
	Arable Land		

2015



PRESENT



FUTURE





SSSI Crossing

Access to the Sizewell C platform will need to pass over the Leiston drain within the Sizewell Marshes Site of Special Scientific Interest (SSSI).

In the DCO application we proposed a crossing over a single culvert through which the Leiston drain would flow.

We now propose to change the design of the SSSI crossing to a 30m long single-span bridge with embankments.

The bridge design would retain significantly more space around the Leiston Drain and would reduce the amount of SSSI land take.

The change provides additional flood relief and would provide greater connectivity for species including water voles, otters and bats, thereby reducing the fragmentation of wildlife populations.

Surface Water

Additional work has shown that while construction of permanent drainage takes place, including the Combined Drainage Outfall (CDO), a temporary outfall will be needed to help manage water.

During the very early stages of building Sizewell C the construction areas will start being created and both the CDO and Water Management Zones will not yet be complete. A separate approach to managing water is therefore required for approximately two years in accordance with a separate

environmental permit. This would ensure water is managed appropriately during the very early stages of construction to help protect both the site and Sizewell Marshes SSSI (via the Leiston Drain).

We are proposing a temporary drainage pipe of up to 0.5m in diameter that would pass over the temporary sea defences and onto the foreshore. Users of the coast path would be able to cross the pipe without hindrance.

More information about these changes, the potential environmental effects and a feedback form is available at www.sizewellc.co.uk



Dr Stephen Roast
Marine Planning Manager

Water

Resource

Storage Area

We have continued design development for a temporary storage area for water that will be used during construction.

We are proposing a change of location within the main construction site so that the area we originally proposed in the application can be used as a permanent flood mitigation area. This will also offer opportunities to create additional wetland habitats, including open water channels and wet reedbeds providing high-quality foraging habitats for marsh harriers during construction.

Once construction is completed and the marsh harrier habitat is no longer needed, the reedbeds could become wet woodland habitats.

Coastal

Defence

We have continued developing the design of the Sizewell C sea defence in line with the Met Office UK sea level rise predictions (UKCP18).

We are considering an increase in the height of the sea defence crest (remaining within the maximum height limit set out in the DCO application) to provide further resilience and allow for landscaping. We have also developed the foundation design for greater stability.



Wetland habitat at Aldhurst Farm

Other Changes

Carly Vince
Chief Planning Officer



We are also consulting on other potential changes to the DCO application:

An additional site as further mitigation for a small loss of fen meadow habitat on the SSSI. Along with the existing sites at Benhall and Halesworth, we have identified a site near Pakenham in West Suffolk, where we propose to enhance the biodiversity of the land.

Potential reduction in land required, including a parcel of land at the A12/B1119 junction near Saxmundham which is no longer needed for highway improvements, and other small areas of land.

Minor boundary changes (extension or reduction of the Order Limits) and/or additional land required for the proposed Sizewell Link Road, Yoxford Roundabout and the Two Village Bypass.

Amendments to height limits and activities during construction, including more space in the Temporary Construction Area for an additional stockpile.

Changes to the tree retention plan on the main development site to support activity in three locations. Two of the changes will not result in any additional net loss of trees and the other proposes removal of four trees. As part of the proposals to relocate Sizewell B facilities we are proposing to plant 2,500 trees.

Extension of landscaping bund at the Southern Park and Ride to provide additional screening for views from the B1116 and a nearby footpath.

A new bridleway link between Aldhurst Farm and Kenton Hills.

Relocating Sizewell B Facilities

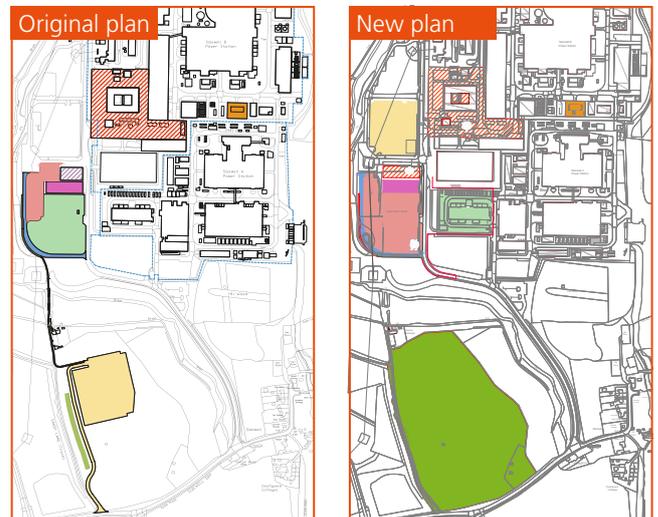
Some existing Sizewell B facilities need to be relocated from the Sizewell C platform.

We can now potentially avoid the need for car parking on Pillbox Field, which would instead be landscaped.

Other proposed changes include reducing the height of the Training Centre, and moving the Administration Building and Visitor Centre closer to the Training Centre.

We have also submitted a new planning application for these changes to East Suffolk Council.

More information about these changes, their potential environmental effects, and a response form is available at www.sizewellc.co.uk.



Key

- | | |
|-----------------|---|
| Outage store | Replacement car park |
| Training centre | Western access road |
| Laydown area | Pillbox field landscape scheme |
| Outage car park | Outline development zone for offices and welfare facilities |



Creating

1,500

apprenticeships

The Sizewell B and C Skills and Education Team Leads in Suffolk: Marjorie Barnes (Sizewell B and Sizewell C), Niki Rousseau (Sizewell B) and Sarah Osborne (Sizewell B Visitor Centre)

We are supporting local young people keen to work on the project through Young Sizewell C (YSZC). YSZC, along with the Sizewell C Jobs Service, will provide guidance and sign-posting to careers opportunities across the region as well as Sizewell C, and the various skills courses that can help potential candidates.

Sizewell C aims to provide 1,500 apprenticeships and we hope as many local people as possible will join us. There are opportunities that already exist with Sizewell B and we will launch our search for the next apprentices for our operating power station in Suffolk at the end of November.

Through our work with local colleges and education providers Sizewell C will provide a real opportunity to upskill and train people across Suffolk. Our welding partners at

Hinkley Point C, Weldability Sif, have announced that they will open a new centre of excellence for welding in East Anglia if Sizewell C gets the go ahead.

They will upskill and train a new generation of British welders and provide new career opportunities for young people in the area to work on Sizewell C and other projects in the region.

“Businesses are looking around the world for trained and qualified workers to undertake welding projects. Highly-skilled welders are in short supply and through the Sizewell C project we want to make sure there is a centre of excellence in place to train local people to take up these jobs and to learn a new sought-after trade.”

Gareth Hawkins, Managing Director, Weldability Sif

“As a partner of both EDF and Weldability, East Coast College is very encouraged by this exciting news. Great Yarmouth and Waveney have a very strong history in high level welding and technical skills and this will support the new generation into careers.”

Stuart Rimmer, Principal, East Coast College



Sizewell C Key Facts

Sizewell C will be a two-reactor nuclear power station located right next to Sizewell B on the Suffolk coast.

Nuclear power has been generated safely on this part of the Suffolk coast for over half a century. Sizewell A was commissioned in 1966. It is a stable and secure section of the Suffolk coastline.

The design of the station will be a replica of one we are already building at Hinkley Point C in Somerset. The design has been approved by the UK's nuclear regulator, the Office for Nuclear Regulation (ONR). This means it satisfies Britain's high and robust standards for nuclear safety.

The design of the station is proven to work. The construction of Hinkley Point C, our sister station in Somerset, has met all critical milestones.

Together the reactors will generate 3.34GW of electricity. This is enough to power six million homes.

Britain needs Sizewell C to help replace coal, gas and nuclear power stations that are closing down so we do not have to rely on foreign imports or, like Germany, burn more fossil fuels and make the climate emergency worse.

It will take 9-12 years to build Sizewell C. A construction project will always have some impact on the surrounding area, but we are working hard to minimise this.

At least 25,000 job opportunities will be created at the site over the course of construction. At least a third of the workforce will be local and jobs for local people will be the full range of management, skilled and entry level. We have a great track record of developing people and delivering careers.

In our DCO application we committed to 40% of construction materials being delivered to site by rail or sea. We are now consulting on opportunities to increase that to potentially 60%, further reducing the number of Sizewell C HGVs on local roads.

A net increase in land for wildlife will be created to mitigate for the land used during construction. We are not building on land owned by RSPB Minsmere. We are committed to being a good neighbour, as Sizewell A and B have been since 1966.

The Government will decide how Sizewell C is funded: we expect it to be funded mainly by British investors.

Once built, Sizewell C will generate low carbon electricity for at least 60 years and will employ 900 people, in addition to the thousands more jobs needed for maintenance outages. The carbon emissions during construction will be offset within 6-8 months of Sizewell's operation (assuming it replaces a gas plant, which with nuclear is the main technology for electricity supply that is not weather dependent).

**SIZEWELL C IS A PROPOSED
NEW NUCLEAR POWER STATION**
THAT WILL BE BUILT ON THE SUFFOLK COAST



SIZEWELL C WILL PROVIDE
LOCAL JOBS, TRAINING AND EDUCATION BENEFITS



SIZEWELL C WILL HELP TACKLE CLIMATE CHANGE
BY PROVIDING DECADES OF RELIABLE, LOW CARBON ELECTRICITY

OUR PLEDGES TO THE LOCAL COMMUNITY

When we submitted the planning application in May this year, we announced 11 pledges to limit disruption during the construction period and enhance the opportunities for Suffolk from Sizewell C. These pledges have now been updated.

PLEDGE 1

Minimise disruption to local communities during the construction of Sizewell C.

PLEDGE 2

Invest in local employment, education and skills. This includes an aim to create 1,500 apprenticeships.

PLEDGE 3

Support the growth of the local economy. This includes measures to support local firms in gaining work on the project.

PLEDGE 4

Subject to consultation, transport the majority of construction materials by rail and sea, reducing the number of Sizewell C HGVs on local roads.

PLEDGE 5

Respect the Suffolk heritage coast and minimise impact on RSPB Minsmere, National Trust Dunwich Heath and Leiston Abbey.

PLEDGE 6

Return the temporary construction area to a standard befitting the AONB following construction.

PLEDGE 7

Remove the accommodation campus and caravan site, the park and ride sites, the rail extension off the Saxmundham to Leiston branch line and the freight management facility following construction and restore the land.

PLEDGE 8

Support the Suffolk coast tourism sector through the provision of a Tourism Fund.

PLEDGE 9

Provide a comprehensive 24/7 onsite occupational health service for workers, a healthcare contribution and a Public Services Contingency Fund.

PLEDGE 10

Require all workers to sign a Worker Code of Conduct and enforce it – as we have done successfully at Hinkley Point C.

PLEDGE 11

Enhance the economic, social and environmental wellbeing of local communities through the provision of a Community Fund.

Responses need to be received by Friday 18 December 2020

To request a large print version of this newsletter, a hard copy of the consultation document, response form or USB stick, contact:

☎ **FREephone 0800 197 6102*** ✉ **info@sizewellc.co.uk**
💻 **www.sizewellc.co.uk** 📮 **FREEPOST SZC CONSULTATION**
📱 **@sizewellc**

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