



Joint Local Authorities Group (JLAG) engagement event with Town and Parish Councils, 26/7/2019

Sizewell C Stage 4 Consultation



WELCOME

08.45	Registration/coffee
09.15	Welcome and aims of the event
09.25	District and County presentations
09:50	Questions and discussion
10.20	Comfort break
10.25	Focused discussions
11:20	Feedback from tables
11.35	Summary and next steps
11:45	Close



Welcome and aims of the event

Cllr Richard Smith MVO, Suffolk County Council



EDF Energy Stage 4 Proposals

Mark Ash, Executive Director of Growth,
Highways and Infrastructure, Suffolk
County Council

&

Philip Ridley, Head of Planning, East
Suffolk Council



Freight Management options

Stage 3 Freight Management Options:

- 1) “Rail-led strategy”
- 2) “Road-led strategy”

EDF Energy had discarded a sea-led strategy at Stage 3.

Stage 4:

New “integrated” option which is a hybrid between road- and rail-led strategies. Rail-led and road-led options remain unchanged as options.










The Councils' Stage 3 Response

- Continued to support marine-led and rail-led transport strategies.
- Had not yet seen convincing evidence that a marine-led strategy is not feasible or environmentally preferable.
- If the marine-led option is proven to be undeliverable, the Councils wished to see the rail-led strategy implemented.
- The Councils were not content with a road-led option, or the possibility of a relaxation of HGV operating hours into the night time.












“Integrated” Freight Management Strategy – a new option in Stage 4

RAIL - LED

	A12 - Two-village bypass
	A12/B1122 - Yoxford roundabout
	B1122 - Theberton bypass
	Other minor road improvements
	Rail - Green rail route to the temporary construction area
	Rail - East Suffolk line upgrades and level crossing works
	Rail - Branch line upgrades and level crossings works
	Rail - Sizewell Halt or rail siding at LEEIE for early years
	Beach landing facility









HGV operation 07:00 – 23:00
HGVs 225 average at peak/350 busiest day
Up to 5 trains a day

INTEGRATED

	A12 - Two-village bypass
	A12/B1122 - Yoxford roundabout
	B1122 - Sizewell link road
	Other minor road improvements
	Freight management facility
	Rail - Green rail route to the temporary construction area
	Rail - Branch line upgrades and level crossings works
	Rail - Sizewell Halt or rail siding at LEEIE for early years
	Beach landing facility

HGV operation potential for extended hours
HGVs 325 average at peak/500 busiest day
Up to 3 trains a day

ROAD - LED

	A12 - Two-village bypass
	A12/B1122 - Yoxford roundabout
	B1122 - Sizewell link road
	Other minor road improvements
	Freight management facility
	Rail - Branch line upgrades and level crossings works
	Rail - Sizewell Halt or rail siding at LEEIE for construction period
	Beach landing facility

HGV operation potential for extended hours
HGVs 375 average at peak/575 busiest day
Up to 2 trains a day

Impacts of the freight management options - rail

	Rail – East Suffolk Line		Rail – branchline	
	No. of rail movements daytime	No. of rail movements between 11pm and 6am	No. of rail movements daytime	No. of rail movements between 11pm and 6am
Rail-led	10	0	10 (into site)	0
“Integrated”	1	5	1 (into site)	5 (into site)
Road-led	0	4	4 (to LEEIE)	0

- Early years has 4 overnight movements for all options.
- Train speeds 20mph without Rail-led option improvements.

Impacts of the freight management options - HGV

	HGV numbers at peak			
	Typical	Busiest day	HGV increase compared to rail-led	HGV operating hours
Rail-led	450	700	n/a	7:00-23:00
“Integrated”	650	1000	ca. 43%	“Potentially over extended hours”
Road-led	750	1150	ca. 65%	“Potentially over extended hours”

Peak now 1.5 times the average number of HGV's required on a typical day.

EDF Energy's arguments for "integrated" option

- "Integrated" option is more in EDF Energy's control.
- Risks to timely deliverability of rail-led approach – including that necessary mitigation may not be in place by the time project impacts are felt.
- Cost impact
- B1122 community impacts would be mitigated [but note that additional impacts would be felt elsewhere]
- Stage 4 generally cautious about rail-led option (section 3.7) but EDF Energy continue to work with Network Rail to develop this option further

Road mitigation schemes

Sizewell Link Road:

EDF Energy is consulting whether all or parts of the Link Road should be temporary, i.e. be removed following the construction period.

Sizewell Link Road and Two-Village Bypass:

Same alignment as Stage 3, with tweaks to red line and minor changes to vertical alignment and junctions

Wickham Market Mitigation:

In addition to the options in Stage 3, EDF Energy are proposing an alternative option aligned to emerging Neighbourhood Plan



Coastal Path Diversion / LEEIE

Coastal Path and BW19 Diversion route:

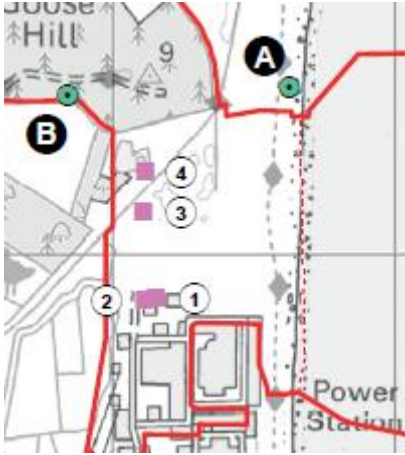
Less road crossings. Missing link from Northern end diversion to Eastbridge.

Land East of Eastlands Industrial Estate

- Still no drainage details.
- Revised layout suggested:
 - Note P&R and HGV/Bus parking on site.
 - Stockpiles and material transfer areas moved away from residential areas.
 - Noise, vibration and dust implications of siding on caravan accommodation.

Pylons

Option 1: 4 pylons, 3 reduced in height by 25 % (document does not state actual heights)
Most prominent northern pylon “4” full height



Option 2: 5 pylons, all reduced in height by 25 % (document does not state actual heights)

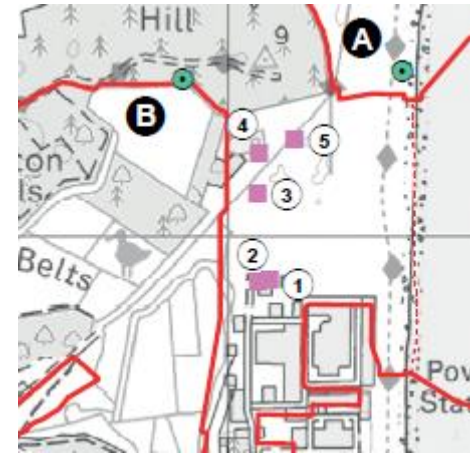


Figure 5.6: viewpoint A looking south-west from Sizewell beach east of Goose Hill under option 1

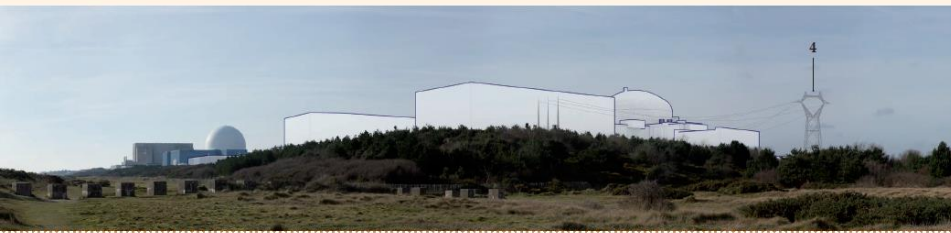


Figure 5.7: viewpoint B looking south-east from Sandlings Walk at Goose Hill under option 1



Figure 5.11: viewpoint A looking south-west from Sizewell beach east of Goose Hill under option 2

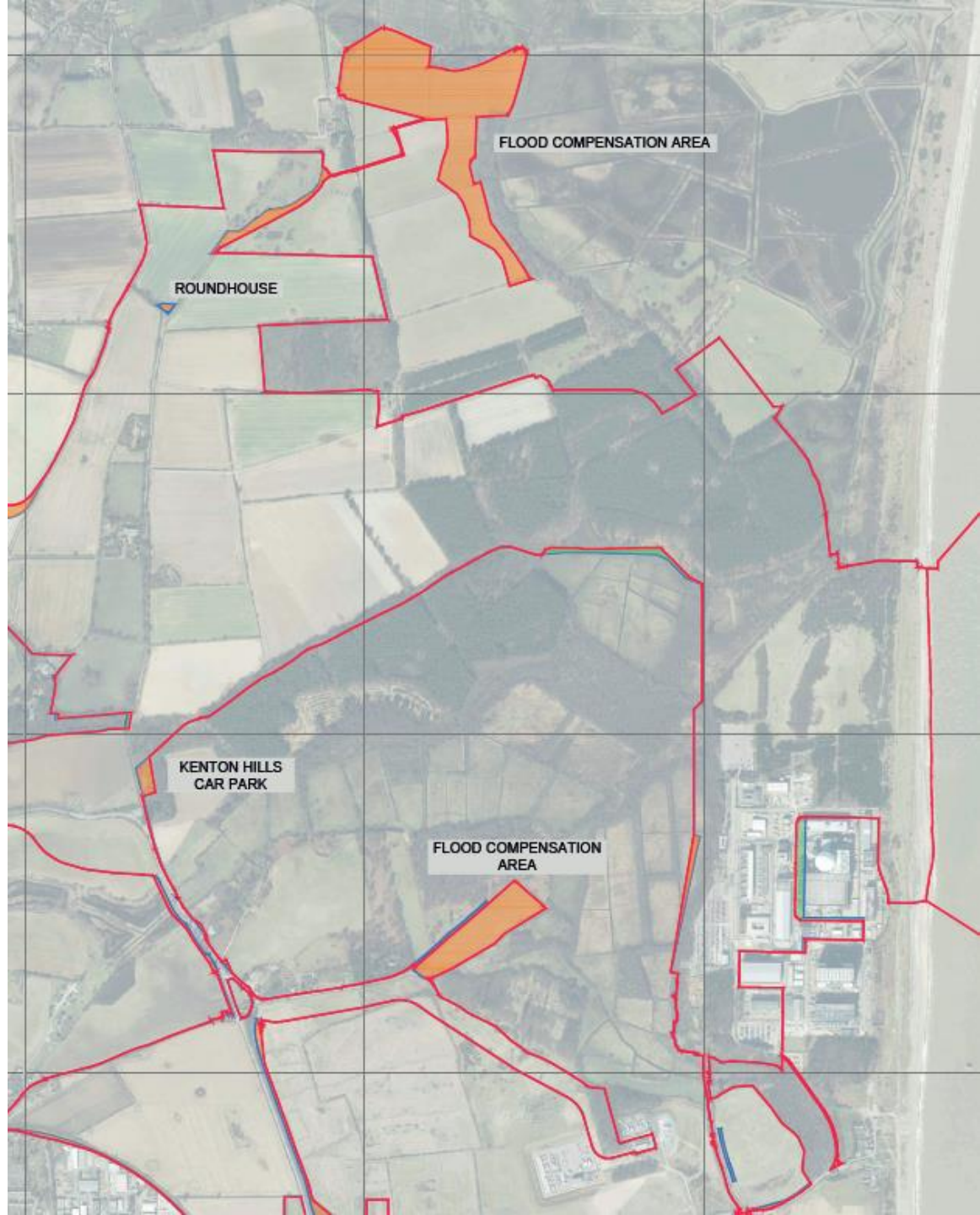


Figure 5.12: viewpoint B looking south-east from Sandlings Walk at Goose Hill under option 2



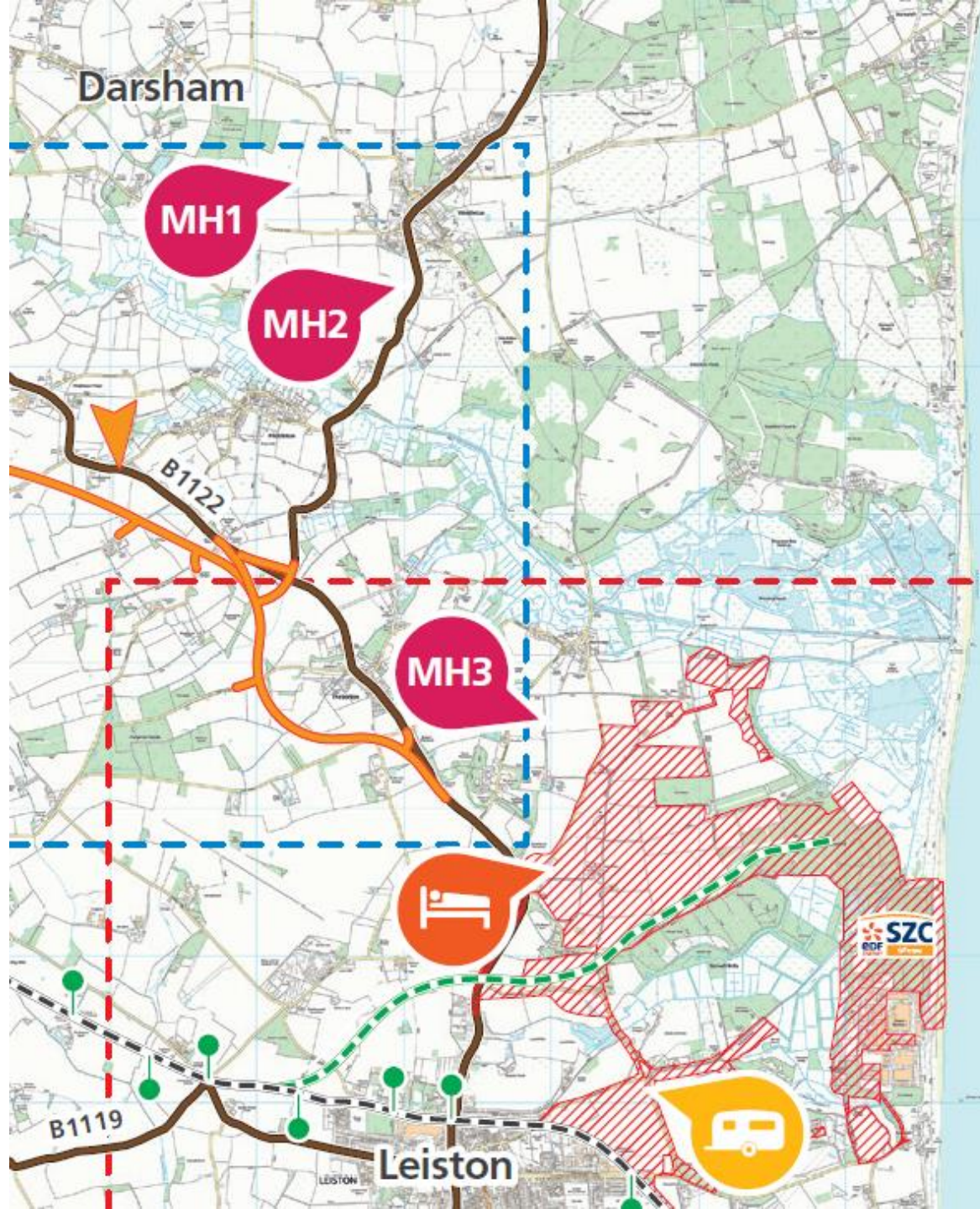
Flood Compensation Areas

- To mitigate loss of floodplain at SSSI crossing.
- up to 3m deep, below existing ground levels.
- Permanent features in the landscape, forming extensions to the functional floodplain.



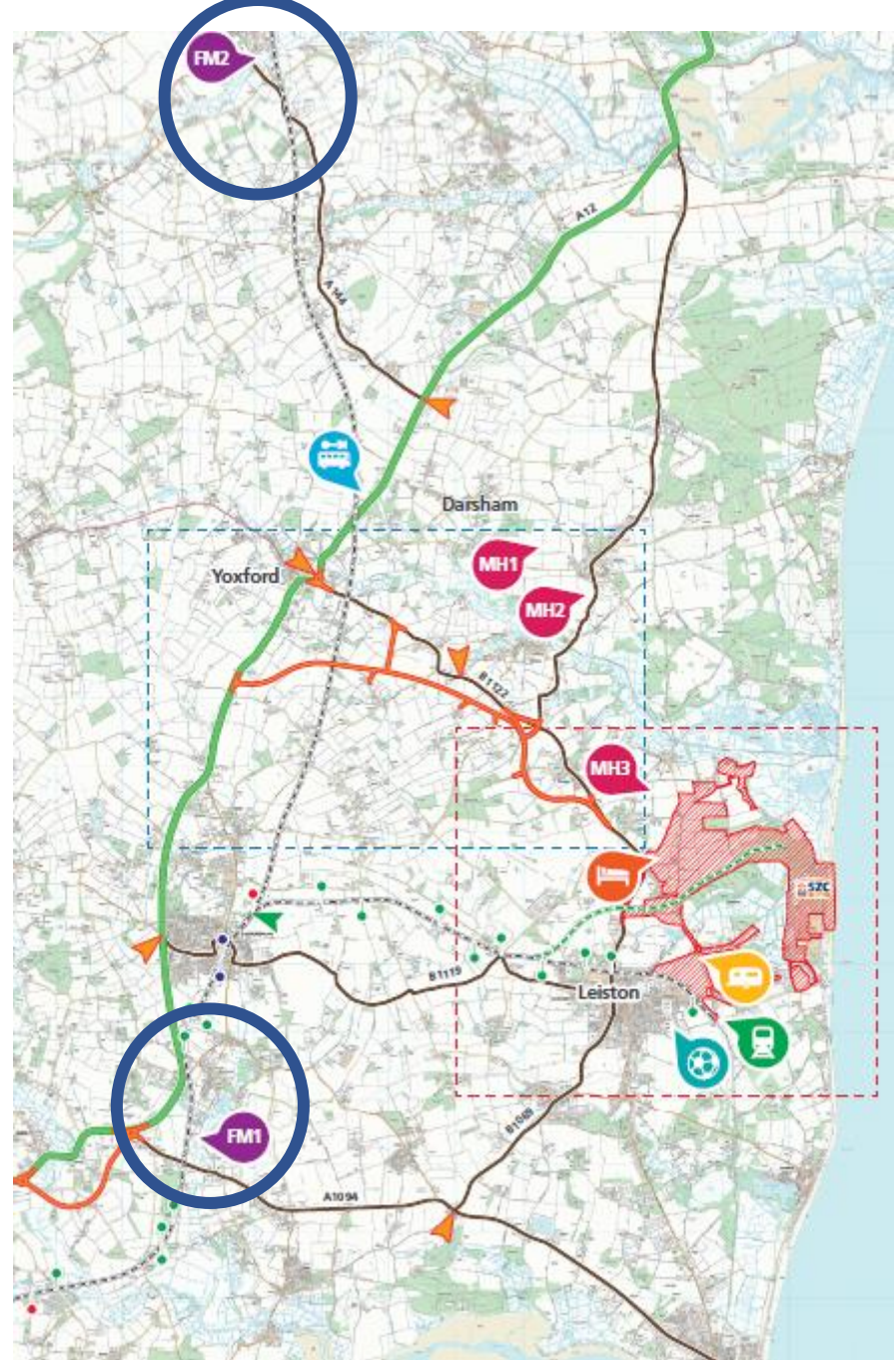
Marsh Harrier Mitigation

- Fields to the South West and North West of Westleton (MH1 and 2).
- Fields between Theberton and Eastbridge Road (MH3).



Fen Meadow mitigation for loss at SSSI

- Riverside between Benhall and A1094.
- Site East of Halesworth (A144/Blyth Road).



Other minor changes include:

- Proposal to upgrade Kenton Hill car park.
- Confirmation of offsite sports facilities at Leiston Sports Centre / Alde Valley Academy.
- Minor changes to red line at main site (e.g. entrance roundabout, Round House).
- Minor changes to red line at AD sites (Link Road, 2VBP, P&R sites, Freight Management Facility, junctions) to reflect further design work including e.g. water management.

Social and Economic Updates

- 7900+600 no longer sensitivity testing – maximum number of workers - impacts on housing as well as transport;
- Reference in text to embedded environmental principles and mitigation for the project;
- Project benefits including: minimum 1000 apprentices, work with Suffolk colleges and businesses, aim to meet nuclear sector target of 40% female workforce;
- Community Fund - reference to a Community Fund to promote the economic, social and environmental well-being of communities; and
- Property support - work with local potentially affected residents to explore alternatives to statutory blight claims.

Missing from the consultation

- There is no reference to changes to development on Goose Hill - a key concern for the Councils at Stage 3. We will need to highlight that there has been no attempt to reduce additional development in the AONB.
- Response to network highway issues raised by the Councils at Stage 3 e.g. Woodbridge and other junctions e.g. Bredfield.
- Details of construction programme and delivery of associated sites.
- Limited responses to consultees' comments.



Responding to Stage 4

Note that there still is an opportunity to comment on Stage 3 proposals, but no need to resubmit unchanged feedback submitted under Stage 3.

Suggest Towns and Parishes carefully consider the wording of the questionnaire if they wish to use it as we consider some of the questions are leading (e.g. options to tick either “appropriate”, “inappropriate” or “don’t know”).

Summary and Next Steps

Cllr Craig Rivett, East Suffolk Council



Thank you for attending

Please copy all responses to
sizewellc@eastsoffolk.gov.uk

CLOSE OF CONSULTATION: 27 September 2019, send
to EDF Energy direct.

