

## SZC OVERSIGHT PARTNERSHIP MINUTES

<b>Title of Meeting:</b>	SZC Oversight Partnership
<b>Date:</b>	11/03/24
<b>Place:</b>	Endeavour House – Margaret Catchpole
<b>Times:</b>	10:00 – 11:30
<b>Attendees:</b>	Andrew Cook (AC)(Chair); Isaac Nunn (IN); Chris Bally (CB); Naomi Goold (NG); Michelle Gordon (MG); James Fairclough (JF); Alex Wilson (AW); David Cutler (DC); Jemma Varela (JV); Craig King (CK); Louise Hardwick (LH); Craig Boyles (CBo); Andrew Lewis (AL); Nathan Sharp (NS) ( <i>Minutes</i> )
<b>Apologies:</b>	Michael Moll (MM); Phillip Ridley (PR); Steve Moore (SM);

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	<b>Welcome and Apologies</b>	Please see above  <b>Key Acronyms</b> SZC = Sizewell C HPC = Hinckley Point C CTMP = Construction Traffic Management Plan DoO = Deed of Obligation DoR = Discharge of Requirements ESC = East Suffolk Council SCC = Suffolk County Council DESNZ = Department for Energy Security and Net-Zero NSIP = Nationally Significant Infrastructure Project	
1.	Introductions and Terms of Reference	14 attendees.  Welcomes and introductions around the table were completed.  Terms of Reference were agreed by attendees.	

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		<p>'Chatham House' rules were agreed to facilitate open sharing of information.</p>	
2.	Sizewell C update	<p><u>Officers from SCC and ESC provided an update on the status of the project as follows.</u></p> <p>The Sizewell C project was approved July 2022.</p> <p>Any appeal to supreme court is unlikely to impede progress, unless and until a decision is made to quash the DCO.</p> <p>Requirements have been discharged since Autumn 2022.</p> <p>Commencement was officially Jan 15<sup>th</sup> 2024.</p> <p>This triggered the need for SZC to meet the obligations within the DoO in relation to financial payments to ESC and SCC</p> <p>There is a lot of associated development outside of the main development site. These are large developments in their own right.</p> <p>Discussion on this item took place, during which the following points were covered:</p> <p>The Construction Traffic Management Plan (CTMP) is a live document which will be updated subject to agreement with SCC/ESC when necessary to react to any changes proposed by SZC.</p> <p>Interaction of SZC with Hinkley Point C (HPC). Some senior managers which oversaw the initial construction phases of HPC have transferred to assist with the delivery of SZC.</p> <p>The process for amending the DCO via a Material Amendment would be a substantial process, and it is assumed that the project would try and avoid making material changes requiring DCO amendments if possible.</p> <p>It is possible for minor additions to the DCO to be made via a planning application under the Town and Country Planning Act 1990.</p> <p>ESC has a website page where details of the requirements which have been discharged are identified in addition to a significant amount of other information on the project. Interested parties can be kept informed regarding SZC related applications by signing up to be notified through ESC's Public Access system.</p>	2.1 - To send round Presentation slides from the meeting.

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		<p>Traffic could have a big impact on Ipswich. The Partnership can keep up-to-date on traffic issues via the Transport Review Group, where reports on traffic monitoring are presented. The relevant management plans are either available on the Planning Inspectorate's website or on ESC's Public Access System.</p>	
3.	Governance Groups and Forums	<p><u>Officers from SCC and ESC provided an introduction to the governance structures of the project as follows.</u></p> <p>The DoO requires a series of governance groups to be set up, which has happened as part of the commencement workstream.</p> <p>There is a Local Delivery Forum set up by DESNZ. Previous meetings have focused on specific topics such as transport, skills, etc. This forum seeks to address specific issues which could represent barriers or challenges to the delivery of SZC.</p> <p>The community fora have been established for communities to be updated by the project team and have their say on issues which they experience. These fora include the Southern and Northern Transport Fora, Main Development Site Forum and Annual SZC Forum.</p> <p>There are also internal governance structures in each authority established to facilitate the management and delivery of the project.</p> <p>There is a hierarchical structure to the governance. Under the DoO, working groups feed into the review groups, which feed into the Delivery Steering Group (DSG). This Oversight Partnership also feeds into the DSG.</p> <p>There are a lot of governance groups, which is necessary due to the size of the project.</p> <p>The DoO sets out the attendees to each of the governance groups, although some additional attendees can be agreed with the relevant chair and group.</p> <p>The Tourism Fund is managed by ESC.</p>	

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4.	Deed of Obligations and funding	<p><u>Officers from SCC and ESC provided an introduction to the project's planning obligations as follows.</u></p> <p>The DoO is the equivalent of a Section 106 agreement. It is comprehensive and explicit in terms of where and when SZC money should be spent. The DoO was signed by ESC, SCC and SZC in 2021. Indexation is applied to the agreed amounts of money. The DoO funding measures added together have a value around £120 million not including indexation.</p> <p>Deeds of Covenant allow SCC and ESC to pass on funds to third party recipients.</p> <p>The DoO for this project has a very wide scope and lots of measures are included in which aren't usually included in planning obligations for smaller projects.</p> <p>Discussion on the topic covered the following points:</p> <p>Lessons learnt from the SZC examination are being disseminated through the SCC NSIP Centre of Excellence established as a result of Innovation and Capacity funding from DLUHC. SCC has developed guidance on community benefits. Workshops and webinars are ways that SCC is distributing its NSIP experience.</p> <p>Discussions were held on stakeholders experience of negotiating their mitigation measures. The measures and mitigation provided through the DoO is considered greater than provided via the HPC s106.</p> <p>It is also expected that there may need to be additional conversations around mitigation required where new issues come to light.</p>	
5.	Discharge of Requirements – Process and update	<p><u>Officers from SCC and ESC provided an introduction to Discharge of Requirements (DoRs) pursuant to the Sizewell C DCO.</u></p> <p>There have been 43 DoRs so far.</p> <p>ESC's Public Access system can be set up to give notifications for DoR's.</p> <p>Volumes of the DoRs are expected to increase, it is an ongoing process with some requirements needing to be discharged multiple times.</p>	

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6.	Experience from HPC	<p><u>Officers from SCC and ESC explained some points of learning from Hinkley Point C (HPC)</u></p> <p>The New Nuclear Local Authority Group (NNLAG) has helped fund a study by Oxford Brookes University to help understand impacts/mitigation in relation to HPC. A refreshed study is to be finished later this year.</p> <p>Discussion took place among the partners on the following points about HPC. Some partners had visited HPC recently. The main development site is very large with significant activity taking place. Generally, it was understood that the project was a net positive for the area, although Bridgewater being so close to the main site has had some impacts in relation to anti-social activity. Some local businesses have lost workers to HPC. There are also tensions around fly parking, which are recognised. Local rental housing market is being dominated by SZC workers as workers have a desire to live close to the site. There have been positive effects in the local supply chain.</p> <p>There is some learning from HPC around phasing, and the impact of external factors on the programme and the subsequent impact of the overall number of workers. It was discussed whether this meant that for Sizewell C there could be any flexibility over the programme for the project, for example a choice between a high peak for a shorter construction period or a lower peak but longer construction period. It was concluded that the programme was something that could be discussed with SZC, but that there were no mechanisms as such for partners to decide this. It is ultimately a choice for the project to determine within the parameters of the DCO and certified and approved documents.</p> <p>It was suggested that there is need for a strategic look at caravan sites early on taking into consideration the impact of workers on the tourism accommodation. Concerns were raised about the possibility of whole families relocating to Suffolk, not just single workers. The DoO provides funding to help alleviate these issues.</p> <p>The ripple effect of SZC has impacts county wide. The SZC Oversight Partnership will discuss these.</p> <p>It was suggested that attention be paid to the possibility of monitoring workforce numbers at HPC between the different phases to gain learnings for SZC.</p> <p>It was observed that lots of workers came into HPC at the start of the project, resulting in increased HMO conversions and increased landlord rents.</p>	

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7.	AOB	<p>The purpose of this Partnership was discussed. To ensure future agendas cover all significant points members were asked to nominate topics 4 weeks in advance for these meetings.</p> <p>The next meeting is in 6 months' time. No topics for the next meeting were raised immediately. The agenda will be shared two weeks in advance of the next meeting.</p> <p>It was agreed that slides from the presentations could be distributed to partners.</p> <p>Meeting concludes 11:26.</p>	

**Next meeting:                    Date TBC – in 6 months' time.**

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