

Meeting Note



Main Development Forum

Meeting Type: Main Development Forum

Meeting held on: Wednesday 8 October 2025

Chair:

Christine Abraham

Sizewell C Attendees:

David Peacop, Site Operations Director
 Rick Watler, Site Delivery Lead
 David Seal, Offsite Delivery Manager
 Richard Bull, Head of Planning
 Robert Birmingham, Area Delivery Lead
 Marjorie Barnes, Head of READ
 Richard Knight, Senior Community Relations
 Zoe Botten, Community Relations Manager
 Jez Porter, Stakeholder and External Roads Lead
 Darren Benford-Brown, Community Safety Officer
 Ed Lennard – Rail Delivery Manager

External Attendees:

Cllr TJ Haworth-Culf, Suffolk County Council
 Cllr Tom Daly, East Suffolk Council
 Cllr Maureen Jones, Aldringham-Cum-Thorpe Parish Council
 Cllr Charles McDowell, Middleton-cum-Fordley Parish Council
 Cllr Stephen Brett, Theberton and Eastbridge Parish Council
 Cllr Sara Fox, Aldeburgh Town Council
 Cllr Nicky Corbett, Leiston-cum-Sizewell Town Council
 Pat Hogan, Sizewell Residents Association

External Stakeholders

Rory Daines, Scottish Power
 Suffolk Constabulary
 Steve Merry, SCC Highway

Apologies and Substitutions:

Cllr Tom Daly was present as substitute for Cllr Sarah Whitelock

1. Welcome and Introductions
2. Meeting notes and matters arising from Main Development Site Forum (2 July 2025)
3. Corporate and Community Relations
4. Main Site Update
5. Questions Regarding Presentations
6. Roadworks and Diversions
7. Rail Update
8. Traffic and Transport
9. Q&A – via Town and Parish Council Representative
10. Date of Next Meeting

DRAFT Meeting Note – 08/10/2025

Minute Ref	Actions/Comments	Who	By when
1	Welcome and Introduction		
1.01	Christine Abraham welcomed the attendees.		
1.02	Apologies were noted from Sarah Whitelock, who was substituted for by Tom Daly.		

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2	Meeting notes and matters arising from Main Development Site Forum (2 April 2025)		
2.01	6.02 – There had been a request for slide on desalination plant, which had been included in the slide pack for the meeting.		
2.02	6.04 – There had been a question on the speed bands for the illuminated speed signs at the Fordley Road junction. This would be included in the slide pack for the meeting.		
2.03	6.05 – It had been suggested that Dr Stephen Roast be invited to the next MDSF meeting to give an update regarding improved communications on marine works. Stephen Rose was not present, but Rob Birmingham was.		
2.04	6.06 – There had been a request for further details on the campus building. This would be included in the slide pack for the meeting.		
2.05	9.03 – There had been a request from TJ Haworth-Culf concerning water tables and a request for a meeting with David Peacop. This meeting was yet to be arranged. ACTION: Meeting to be arranged	DP	
2.06	9.04 – There had been a request for an update from Openreach as to why Middleton & Theberton had not been connected. This would be answered under the pre-submitted questions.		
2.07	9.06 – Concerns had been raised regarding grants issued by the Suffolk Community Foundation. Marjorie Barnes reported that she had picked up with SCF regarding support for grant access for smaller organisations.		
2.08	9.10 – There had been a request for a map of the Sizewell link road showing the construction locations. An update was included in the presentation and would be at the next Northern Transport Forum.		
2.09	9.12 – It had been requested to look at the suitability of Moat Road as a diversion route instead of Hawthorn Road. An update would be included in the presentation.		
2.10	9.14 – There had been a request for bus usage statistics. This would be included in the presentation.		
2.11	The notes and actions of the previous meeting were approved.		
3	Corporate and Community Relations		
3.01	Marjorie Barnes presented the report.		
3.02	Work was progressing on College on the Coast in partnership with Suffolk New College, which was working on curriculum development. There were over 60 Suffolk apprentices, and over 100 apprentices had been recruited to date.		
3.03	There was a range of ways in which people could stay up to date with the project, including the High Street office that members of the public were welcome to visit. Community coffee mornings were also held for the immediate neighbours and bespoke parish council meetings. There were project newsletters and a monthly mailer on construction. The 24-hour community helpline was also available, as was an SMS alert system.		

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3.04	To date, £2.4 million community funding had been provided. There is a careers fair coming up, and Sizewell Creative would be supporting a festival of remembrance at Leiston Film Theatre.		
4	Main Site Update		
4.01	Rick Watler presented the drone footage of the site.		
4.02	Rick Watler and David Peacop presented an update on the ancillary construction area. The strategy was to bring two trains a day with aggregates onsite for the initial works. Preparations for the delivery of the rail track were ongoing. The aim was to run aggregated directly on the green rail route into the temporary construction area without bringing it into the ACA. A commitment had been made to bring 60% of material by non-road means. There was an opportunity to bring both tunnel segments and steel by rail, with there being no more than one train per day. The building to be used would be designed to a high specification in terms of noise reduction.		
4.03	David Peacop noted that there had been talk of mobile phone signal, and the first mobile signal mast onsite had been energised on Friday 26 September. This was a temporary mast, and permission had been granted for a larger mast from March 2026. There had been a slight increase in the signal in Leiston.		
4.04	Rick Watler presented on the desalination plant. At its peak, it would produce 4.9 megalitres of water per day. There were very stringent water quality requirements for the nuclear grade concrete quality, and an onsite lab would handle this. The green rail route would provide aggregate to the concrete batching plant, and the desalination plant would provide water. 1.5 million cubic metres of concrete would be batched in the plant lifetime.		
5	Questions Regarding Presentations		
5.01	Tom Daly asked whether works listed in the DCO could be omitted or changed if it were deemed safer or environmentally preferable, and if so, what the process was, and which bodies could initiate such a change. Richard Bull highlighted the difference between changes and omissions, with the latter being more straightforward. More significant changes would need to go to the Planning Inspectorate and the Secretary of State.		
5.02	<p>Charles McDowell queried the statistics around reduction of HGV traffic from the desalination plant, steel and tunnel segments. David Peacop stated that he did not have the data to hand but could provide it. Robert Bermingham explained that the marine bulk import facility would reduce HGV movements by 126,000.</p> <p>ACTION: David Peacop to provide the HGV traffic reduction from the desalination plant, steel and tunnel segments.</p> <p>Afternote: -</p> <ul style="list-style-type: none"> - Desalination Plant – up to 10-15 water tankers per day saved – c. 35,000 HGVs - Steel – 250,000t = 10,000 HGVs - Tunnel segments – c. 40 HGVs per train – c. 12,300 HGVs total. 	DP	
5.03	Stephen Brett queried when the digging of the borrow pits for locally produced aggregate would begin. Rick Watler explained that work had already started with pits in the north to	RW	

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	begin in Q1/Q2 2026. Stephen Brett asked how long the pits would be operational for. Rick Watler stated that he would come back with an answer.		
5.04	TJ Haworth-Culf noted that a water meeting needed to be held. She asked for water to be communicated in cubic metres. Marjorie Barnes noted that there was a lot of information on the website.		
5.05	Maureen Jones noted that, in Thorpeness, some houses would soon be lost along the cliff. She requested support with advice on what could be done in terms of sea defences. Robert Bermingham would review whether SZC were able to assist with advice. ACTION: Follow-up to take place with Maureen Jones regarding Thorpeness sea defences.	RBe	
5.06	Nicky Corbett noted that the Leiston rail line was being used differently to expected. She requested a summary of this to aid communication to residents. She asked that residents be kept informed. Richard Bull reassured Nicky Corbett that this information would be supplied, and a detailed submission would be made to East Suffolk Council.		
5.07	Tom Daly noted SZC's numbers of an extra 2,500 vehicles each way each day on the B1125. He asked if it had been expected, when these numbers had been modelled. Richard Bull stated that he did not recognise the number. Tom Daly said it had been passed to him by a Middleton resident. Richard Bull noted that the point had recently been made that non-SZC traffic flows existed on the B1125, and the justification for the Sizewell link road meant that those vehicles would not go through Theberton.		
6	Road Works and Diversions		
6.01	David Seal reported the 1 st phase of parking was ready to be handed over at the Northern (Darsham) Park and Ride with a slow integration, which would increase to the full capacity into 2026. As well as its own works, SZC also worked with partners such as Scottish Power to help deliver four local road schemes and reduce the number of times roads needed to be dug up. SZC was a nationally significant infrastructure project but was aware that there were several other projects going on in East Suffolk and was in tune with this. A series of diversion maps were available from the information office for upcoming road closures.		
6.02	Richard Bull presented the public rights of way diversions. Diversion A related to the beach path. Diversion B related to the existing crossing on bridleway 19, which was operating to allow safe passage across the access road. Diversion C related to the diversion of Leiston 10 footpath onto Leiston 8 to allow the crossing from the town to Abbey Lane. Richard Bull outlined upcoming diversions.		
6.03	The Chair noted an action to look at the suitability of Moat Road as a diversion route and the preferability of Hawthorn Road. David Seal explained there were two crossings on the SLR: Moat Road and Pretty Road. At the moment the plan was to close both at the same time, but David Seal would work with the contractor on this. Stephen Brett noted that shutting both at the same time as Abbey Road would necessitate travelling tens of additional miles. Stephen Brett asked to be involved in the discussions.		
7	Rail Update		
7.01	Ed Lennard presented the rail update.		

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7.02	<p>3.7km of track had been renewed on the Sizewell branch line. Where ballast was dropped, it was dampened down to prevent dust being kicked up. The intention was to be as unimpactful on the community as possible.</p> <p>The upcoming work on level crossings will be more impactful, but efforts are being made to reduce the time taken on these.</p>		
7.03	<p>New railway is to be installed at Buckleswood Road including a new level crossing. This will require the closure of Buckleswood Road, which is being coordinated with other closures in the area.</p> <p>At the other end of Buckleswood Road at Leiston Level Crossing, there were a lot of different works required alongside utilities partners.</p>		
8	Traffic and Transport		
8.01	Richard Bull presented the report.		
8.02	<p>The most recent report would be going into the transport review group (TRG) in the next few weeks. The number of HDVs had peaked at 494 movements in June, with an average of 388. There was a slightly higher proportion of HGVs originating from the north when compared to the 85/15 split assessed in the DCO, due to local material supplies from the north of the region. The project was currently operating slightly below the HGV cap whilst LGVs remained below the guide numbers assessed in the DCO.</p>		
8.03	The next meeting of the TRG would be on 22 October 2025.		
9	Q&A – via Town and Parish Council Representative		
9.01	<p>Pat Hogan asked about the marine works, noting that there was very little information on the timeline of works in the sea. Robert Bermingham explained that the main work would be at the end of 2029, but he could provide timelines for the activities.</p> <p>ACTION: Robert Bermingham to provide timelines for marine work activities.</p>	RBe	
9.02	<p>The Chair noted pre-submitted questions from Sarah Whitelock. The first question was around coordination of B1122 and A12 overnight closures. Richard Knight explained this was about collaboration with other NSIP projects in the area, particularly Scottish Power Renewables. The works could not be carried out without disruption, and this was a case of limiting that disruption. Emergency service access needed to be maintained throughout.</p>		
9.03	<p>The Chair noted a question from Maureen Jones about the linkage and realignment of bridleway 19 being opposite the Scottish Power Renewables (SPR) Haul Road. Richard Bull confirmed this was known. The SPR access would be constructed over the next few months. It would only be an issue during the SPR construction period, and the location of the Bridleway 19 access has good visibility in both directions.</p> <p>The Chair noted a question from Maureen Jones about whether any works undertaken at SZC could have impacted erosion at Thorpeness and the timescale for installation of hard and soft sea defences. Robert Bermingham noted that, so far, the offshore works had been relatively minor, which had not impacted Thorpeness.</p>		

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9.04	The Chair noted a question from TJ Haworth-Culf regarding the lag before publication of the meeting notes on the East Suffolk Council website. Richard Knight noted that SJC did not have ownership of the ESC website, which contained the minutes and notes of a multitude of groups. The meeting notes were shared along with an urge to publish them as quickly as possible. It had been agreed that meeting notes would be aimed to be published within six weeks. TJ Haworth-Culf requested that, when the minutes were published, an email should be circulated.		
9.05	The Chair noted a request for an update on the Sizewell Parkrun and what obstacles remained. Robert Bermingham reported that the only potential disruption to Parkrun was the construction of the Marine Bulk Import Facility (MBIF). Senior management had committed that during construction the public right of way on the beach would be open from Saturday morning to Sunday evening. Richard Knight noted that engagement continued with Parkrun organisers.		
9.06	The Chair noted a question from Charles McDowell welcoming the fact that the eight oak trees would not be felled that month and querying the process and timetable for reviewing the road layout. Richard Knight explained that the potential tree loss had been reduced to two. Further work had been committed to with SCC to go further than this. There was no timescale, but it was a high priority.		
9.07	The Chair noted that a question had been raised about speeding in the 30mph section of the B1125 and what traffic calming measures SJC would implement. Darren Benford-Brown noted speeding tickets would provide traffic calming, but ultimately Suffolk Constabulary were responsible for enforcement. Speeding should be reported to them online. The parish council could also approach Suffolk Constabulary about a formal community speed watch.		
9.08	The Chair noted a question from Nicky Corbett about surface water runoff and how it was managed. Rick Watler explained that this was very highly regulated. The principles for management of surface water had been agreed under the DCO. Where possible, all surface water was infiltrated.		
9.09	The Chair noted a question from Nicky Corbett around the monitoring of air quality in Leiston. Richard Bull said he would speak to the Environmental Health Officer at ESC around concerns and recommendations. Nicky Corbett expressed appreciation for the traffic mitigation measures.		
9.10	The Chair noted a concern from Aldeburgh Town Council around access to Aldeburgh for emergency services. It was noted that this was a question of coordination with other utilities. The Chair noted a question from Aldeburgh Town Council about more local SJC workers using bicycles. Marjorie Barnes confirmed that workers were supported to cycle or walk to work.		
9.11	TJ Haworth-Culf noted that she had seen an SJC vehicle being towed away after an accident. Darren Benford-Brown explained that a deer had run out in front of the vehicle. The deer had survived and nobody had been hurt.		
9.12	Nicky Corbett noted that the Leiston traffic and transport scheme had not been listed on the slide for anticipated delivery. Jez Porter stated that work was planned to commence in 2026.		



Minute Ref	Actions/Comments	Who	By when
10	Date of Next Meeting		
10.1	The next MDSF meeting would be on 14 January.		
10.2	The next Community Forum would take place at Sizewell Sports & Social Club with an opportunity to engage ahead of the meeting. This would happen at 17.00 on Thursday 23 October, and the meeting would begin at 18.30.		
10.3	Chair thanked attendees and closed the meeting at 20:34		