

DRAFT Meeting Note



Main Development Forum

Meeting Type: Main Development Forum

Meeting held on: Wednesday 14 January 2026

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
 Marjorie Barnes, Head of READ
 Richard Knight, Senior Community Relations
 Stephen Keighley, Rail Lead, SZC
 Rebecca Quigg, Transport Co-ordinator
 Zoe Botten, Community Relations Manager
 Jez Porter, Stakeholder and External Roads Lead
 Darren Benford-Brown, Community Safety Officer
 Steve Merry, SCC Highway
 Dr Stephen Roast, Marine Environment Manager
 Ollie Fordham, Parking Delivery Lead
 Andy Bowles, Causeway Technologies
 Simon Worlding, Causeway Technologies
 Suffolk Constabulary

External Attendees:

Cllr Sarah Whitelock, East Suffolk Council
 Cllr Maureen Jones, Aldringham-Cum-Thorpe Parish Council
 Cllr Stephen Brett, Theberton and Eastbridge Parish Council
 Cllr Nicky Corbett, Leiston-cum-Sizewell Town Council
 Cllr Ruth Hardy, Knodishall Parish Council
 Pat Hogan, Sizewell Residents Association

Apologies and Substitutions:

Cllr Julian Cusack was present as substitute for Cllr Charles McDowell

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

DRAFT Meeting Note – 14/01/2026

Minute Ref	Actions/Comments	Who	By when
1	Welcome and Introduction		
1.01	Christine Abraham independent chair welcomed the attendees.		
1.02	Apologies were noted from TJ Haworth-Culf and Charles McDowell.		
2	Meeting notes and matters arising from Main Development Site Forum (8 October 2025)		

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2.01	9.03 – There had been a request from TJ Haworth-Culf concerning water tables and a request for a meeting with David Peacop. Tj will advise SZC if the meeting is required in the future.		
2.02	4.01 – It was clarified that Rick Watler had presented the drone footage of the site.		
2.03	5.02 – There had been a request to provide data on the HGV traffic reduction from the desalination plant, steel and tunnel segments. This had been provided, and an afternote had been added to the latest version of the October meeting note.		
2.04	5.03 – Stephen Brett had asked how long the pits would be operational for. Rick Watler would cover this during his presentation.		
2.05	5.05 – Maureen Jones had requested support from SZC regarding Thorpeness sea defences. It was understood that conversations were ongoing and that the concern would also be raised via pre-submitted questions.		
2.06	8.02 – A sentence within the paragraph had been amended to state, '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'.		
2.07	9.01 – There had been a request for Robert Bermingham to provide timelines for marine work activities. Pat Hogan stated that some timelines had been shared.		
2.08	9.04 – There had been a question regarding the publication of the meeting note. Richard Knight outlined that the meeting notes were published on the SZC website and East Suffolk Council website.		
2.09	The notes and actions of the previous meeting were approved.		
3	Main Site Update		
3.01	Rick Watler presented drone footage of the site. Progress had been made through Fiscal Policy woodland. All utilities that ran through the main access road had been installed. Desalination plant enabling works had commenced. The bridge had been installed over the SSSI and was operational, while installation work had started on the environmental barrier.		
3.02	Regarding ecology on the coast, the ecology clearance was complete, and archaeology was progressing well. The building handover to the college was due to occur in Q2 2027.		
3.03	Rick Watler highlighted the temporary construction area (TCA) earthworks and reported that more than 2.4 million cubes of material had been moved. Two large borrow pits had been excavated in the northwest of the site. After remaining archaeology had been cleared from the north of the site, a further borrow pit would be opened. All borrow pits would remain operational until completion of the main bulk earthworks in 2029.		
3.04	The Bailey Bridge would link the main construction area (MCA) to the TCA. An articulated dump truck bridge would also be inserted alongside a HDV and 4x4 vehicle bridge. Once these bridges were inserted, all access would emanate through them. Regarding the concrete batching plant, completion of the civils would occur in Q4 2026. The on-site civil works had been completed, while a bentonite plant was close to being installed		

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3.05	The first concrete foundations for the desalination plant had been installed, while the offsite manufacturing programme was advancing. The Environment Agency (EA) would regulate the plant.		
3.06	A pipe outfall would run through the MCA Combined Drainage Outfall (CDO), running approximately 500 metres from the shoreline. Phase 1 would take place in February, with phase 2 occurring in August/September. The marine bulk import facility (MBIF) pile installation works would commence in February and would necessitate localised beach closures, with works completed by 31 March.		
3.07	The desalination shaft had been installed to its full depth, and drives would commence in April. The east office building had been installed. Regarding the temporary sea fence, the northern section of sheet piles had been installed, and work was taking place on the southern section.		
3.08	David Peacop highlighted progress on the build for the main entrance plaza. This would be linked to various elements of the project, including the Sizewell Link Road (SLR). The plaza would also act as a security access point to the main site and would be finished in 2027.		
3.09	A second mobile phone mast had been erected. The park and rides were operating partially, and the roundabout at the Northern Park and ride would open in February. Bussing operations would commence. The car park would open, and Ollie Fordham would be the car park manager. Individuals from London were moving into the Orwell Logistics Park facility. Darren Benford-Brown and Ollie Fordham would continue to address concerns related to fly parking. Work had taken place with HGV companies on the management of HGVs. An interim Freight Management Facility (FMF) would open at the northern park and ride in the first week of February.		
3.10	David Seal reported that the northern park and ride was progressing well. The Yoxford and Friday Street roundabout works were advancing, with each roundabout to be opened to traffic in March and April respectively. The two-village bypass work between Tinker Brook and Friday Street was progressing well. A site had also been fully established at Middleton Moor, with work taking place from Middleton Moor and down to the TCA.		
3.11	Following recent correspondence, SZC had chosen to revisit the proposed design for the B1122/B1125 junction which involved four road design options. The review concluded that the only viable option was the one that has been consented under the DCO. Tree loss at this junction has been reduced to two trees, but a further reduction is not possible.		
3.12	Richard Bull noted that concerns had been raised regarding whether the proposed link from the B1125 to the SLR would encourage a greater volume of traffic. Following a re-review of the traffic modelling it had been concluded that the link would not attract additional traffic to the B1125. The modelling concluded that removal of the proposed junction would increase traffic flows through Theberton, Middleton Moor and Middleton.		
3.13	David Seal reported on the offsite infrastructure and the MDS road. Abbey Road would revert to its original alignment. The project had been able to ensure that one or two of Abbey Lane, Moat Road and Pretty Road were open at any one time, meaning that Abbey Lane would potentially reopen in the summer. There would be a road scheme in Knodishall in Q2.		
4	Questions Regarding Presentations		

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4.01	Sarah Whitelock requested that the weekend road closures not take place during peak holiday periods. David Seal responded that it was difficult to commit to this. Steve Merry added that work was taking place to identify the best solutions and minimise roadworks and road closures on key networks during peak periods.		
4.02	Pat Hogan queried the timescale for building the bridge that would link the MCA to the TCA. Rick Watler stated that the dump trucks would start to utilise the bridge in Q2 2026. The second bridge would need to be built before the third bridge, due to the methodology. Once the third bridge was built, there would be a change of use case for the current Bailey Bridge.		
4.03	Pat Hogan asked if the plazas had been planned for. David Peacop replied that the plazas had formed part of the DCO.		
4.04	Nicky Corbett asked if there would be a junction at Lovers Lane/ Abbey Road. David Seal responded that there would be a conventional junction in this location. Nicky Corbett asked if there would be 24-hour disturbances over the weekends. David Seal said he hoped not.		
4.05	Stephen Brett requested an explanation regarding the environmental barrier on the main site. Rick Watler explained that there would be an environmental barrier by the SSSI area. Once the environmental barrier had been erected, it would be dewatered and filled with stone, providing access to the northwest corner of the MCA.		
4.06	Maureen Jones noted that there would be a new water main going through to Sizewell and asked what would happen with the desalination plant. Rick Watler responded that the desalination plant would be used for construction, and the new trunk main would be used for the operational plant.		
4.07	Sarah Whitelock highlighted a sense of disconnection between the construction workers and residents. She suggested that workers change their clothing after leaving the site, to allow them to blend in with the area.		
5	Road Works and Diversions		
5.01	Andy Bowles explained that Causeway's technology would help to coordinate all roadworks and minimise disruptions. As part of the next phase of the Causeway/SZC collaboration, Causeway would implement new capabilities, also enhancing the existing works tracker. Simon Worlding presented the Causeway one.network platform.		
6	Rail Update		
6.01	Stephen Keighley presented the rail update.		
6.02	SZC intended to start railway work at the western end of the green rail route and eastern end of the TCA, constructing each end towards each other. Work was progressing in the ACA, and work would now start on the installation of the main connection from the ACA to the branch line. TCA works were a little behind schedule.		
6.03	Green rail route works had been delayed because of poor ground conditions. Buckleswood Road level crossing works would recommence as soon as possible, with Buckleswood Road reopening within the next week. The road by the Abbey Road level crossing had been raised more than 1 metre, to align with the railway level. The tracks would be installed on 7 and 8		

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	February. Attention over the next quarter would move towards progressing the branch line works, particularly the level crossing works.		
7	Traffic and Transport		
7.01	Rebecca Quigg presented the transport monitoring report for Q3 2025.		
7.02	HGVs moments had peaked in August and dropped in September. The directional split for HGV moments had shifted, with more HGVs traveling from the north. LGV movements remained within forecasted daily movements of 250.		
7.03	The Q4 2025 transport review group (TRG) meeting had taken decisions concerning funding for speed indicator devices and permanent traffic monitoring sites. SZC had funded bi-annual traffic surveys across the region, and all data would be presented to the TRG in January.		
8	Q&A – via Town and Parish Council Representative		
8.01	<p>The Chair noted that Knodishall Parish Council had asked SZC and the TRG to provide further assurances that they would actively work with highways to deliver a permanent and appropriate pedestrian crossing in Knodishall. Rebecca Quigg stated that Steve Merry would submit a feasibility study request to the TRG in January. Rebecca Quigg would also meet with Knodishall Parish Council in February.</p> <p>The Chair noted a question from Knodishall Parish Council regarding whether there was planned action to alleviate pressure on the B1094 and B1069. It was clarified that Rebecca Quigg had replied to this question in her previous response.</p>		
8.02	<p>The Chair noted that Theberton and Eastbridge Parish Council had requested a programme and anticipated completion date for the plaza entrance roundabout.</p> <p>ACTION David Peacop agreed to provide detailed phasing at the next meeting.</p> <p>The Chair noted that Theberton and Eastbridge Parish Council had asked whether SZC had submitted a preferred route for the Essex and Suffolk water supply pipeline to the SZC main site. David Peacop responded that SZC did not have a proposed pipeline route as the diversion route had not been signed off.</p>	DP	
8.03	The Chair noted that Pat Hogan had asked SZC to outline its plans for the Sizewell Beach car park. Ollie Fordham stated that SZC would have a dedicated fly parking response team.		
8.04	<p>Pat Hogan said the Sizewell Beach car park did not have a sign that outlined that overnight parking was not permitted. David Peacop and Ollie Fordham agreed to take this as an action. Darren Benford-Brown added that SZC had contacted East Suffolk Council regarding increasing signage.</p> <p>Action: David Peacop and Ollie Fordham to provide a update on the Sizewell Beach car park.</p>	DP/OF	
8.05	The Chair noted a question from Leiston-cum-Sizewell Town Council regarding whether SZC intended to continue subsidising parking fees at Sizewell Beach. Marjorie Barnes stated SZC hoped to, and it was currently in discussions with East Suffolk Council.		

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	The Chair noted that Leiston-cum-Sizewell Town Council had requested details regarding potential measures to mitigate the impact of SZB's traffic parking and accommodation outages. Marjorie Barnes explained that SZC was exploring using Pakefield Village.		
8.06	<p>The Chair noted that Middleton-cum-Fordley Parish Council had requested that SZC provide toilet facilities on site for haulage drivers to prevent haulage contractors using lay bays as lavatories. Darren Benford-Brown outlined that SZC would act against anyone found urinating in public. Julian Cusack noted that all lay bays on the B1122 did not have red and white signs. Darren Benford-Brown said the signs had been ordered for the B1122, and SZC awaited delivery.</p> <p>The Chair noted that Middleton-cum-Fordley Parish Council had questioned whether any measures had been established to ensure that drivers did not break the 30 mph speed limit on the B1125. Rebecca Quigg said the TRG was aware of the concern, and SZC was gathering evidence, in consultation with Middleton-cum-Fordley Parish Council. David Peacop reiterated that SZC took its management of hauliers extremely seriously. Julian Cusack suggested the SZC investigate installing a speeding indicator device on the B1125.</p>		
8.07	The Chair noted that Aldringham-Cum-Thorpe Parish Council had stated that it had requested a meeting regarding coastal erosion at Thorpeness. Marjorie Barnes said SZC will be represented at the planned meeting on coastal erosion.		
8.08	<p>Pat Hogan asked if SZC monitored the number of buses travelling down the Sizewell Gap Road. Rebecca Quigg responded that the Sizewell buses formed part of the transport monitoring report. She agreed to provide data on the buses at the next meeting.</p> <p>ACTION: Rebecca Quigg to provide data on the Sizewell buses at the next meeting.</p>	RQ	
8.09	<p>Nicky Corbett requested road signs that stated that Leiston was open for business.</p> <p>ACTION: David Peacop to investigate developing road signs that stated that Leiston businesses were open.</p>	DP	
8.10	Stephen Brett requested an update on the archaeological findings at Moat Road and Theberton. Marjorie Barnes explained that SZC had an archaeological outreach programme, and a session was scheduled to take place with Theberton and Eastbridge Parish Council.		
8.11	Maureen Jones asked how SZC would remove hauliers. David Peacop explained that SZC would remove any hauliers who were not adhering to the rules. Maureen Jones asked if it was possible to identify all large HGVs travelling to Sizewell. David Peacop responded that SZC was trialling attaching signs to vehicles, though they kept falling off. Rebecca Quigg added that SZC tracked all HGVs.		
8.12	Sarah Whitelock asked if SZC could avoid closing the roundabout by Friday Street during the Easter holidays. David Seal said it would be difficult to commit to this.		
8.13	Sarah Whitelock asked if the works tracker would be integrated with work associated with other Nationally Significant Infrastructure Projects (NSIPs). David Peacop recalled that SZC		

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	had previously stated that it would attempt to help integrate the NSIPs. Steve Merry stated that all activities that required permits were on the Causeway one.network. SCC was working closely with SIZC, and it wanted to work with other organisations.		
9	Dates of Future Forums		
9.01	The next MDSF would take place on 15 April at 18.00.		
	Chair closed the meeting at 7.52pm		