

EDF Energy UK QUESTIONNAIRE

The Sizewell C Proposals (Questions 1-3)

Question 1

EDF Energy is proposing to build a new nuclear power station called Sizewell C, consisting of two UK EPR units, along with associated development to facilitate the construction and operation of the power station. This may include temporary campus accommodation for workers; park and ride facilities; a lorry park; and other transport infrastructure including rail and road improvements.

The Government has identified a need for new nuclear power stations to be built as part of its plans for maintaining security of energy supply as Britain moves to a low carbon economy. Sizewell is one of the sites identified by the government following a process of consultation and sustainability appraisal as potentially suitable for a new power station. For more information please see [the relevant chapter of the consultation document](#).

What are your overall views on EDF Energy's proposals to build a new power station at Sizewell C and associated development?

DRAFT MPC Response (2,500 character limit)

The parish council understands and accepts the national need for a secure, reliable, low carbon supply of base-load electricity, and the role of nuclear power in this.

Constructing any new nuclear power stations at sites already used for this purpose appears to be compatible with the principles of sustainable development, provided that appropriate measures are taken to mitigate any adverse impacts on the local environment, ecology and communities.

Question 2

The temporary use of land at the Sizewell C development site would include construction working areas, temporary structures and bridges, a jetty, and potentially an accommodation campus and some rail infrastructure. A landscape strategy would be implemented to restore areas following construction. For more information please see [the relevant chapter of the consultation document](#).

What are your views on the proposed temporary developments at the Sizewell C development site?

DRAFT MPC Response (2,500 character limit)

The parish council accepts that a construction project of this magnitude and duration will in itself require significant development. In order to comply with the overarching principle of sustainable development [*i.e.* meeting the needs of the present without compromising the ability of future generations to meet their own needs] such subsidiary development should be temporary in nature, with land being restored to its previous use at the end of the construction phase of the project. The only exceptions to this should be where a 'legacy' use has been identified to be of benefit to, and supported by a majority of the community local to the specific 'temporary' development.

Question 3

Our proposals include a new visitor centre for Sizewell. There are three potentially suitable locations for the visitor centre: For more information please see [the relevant chapter of the consultation document](#).

Option 1: Lover's Lane

This is to locate the visitor centre at Lover's Lane.

Do you think this option is:

- **No option selected**
- ~~**Appropriate**~~
- ~~**Inappropriate**~~
- ~~**Don't know**~~

Option 2: Sizewell Beach

This involves siting the visitor centre at Sizewell Beach.

Do you think this option is:

- **No option selected**
- ~~Appropriate~~
- ~~Inappropriate~~
- ~~Don't know~~

Option 3: Goose Hill

This puts the visitor centre on Goose Hill next to the proposed car park for Sizewell C.

Do you think this option is:

- **No option selected**
- ~~Appropriate~~
- ~~Inappropriate~~
- ~~Don't know~~

Please explain your preferences below.

DRAFT MPC Response (2,500 character limit)

The impact of this aspect of the development appears to be entirely local to the community of Leiston-cum-Sizewell and neighbouring parishes. It would therefore be inappropriate for Melton Parish council to express an opinion.

Accommodation (Questions 4-5)

Question 4

During the peak construction period EDF Energy expects about 34% of the construction workforce would live at home and 66% to live in temporary accommodation in the area. We propose to accommodate between 2,000 and 3,000 workers in a temporary accommodation campus - preferably in the proposed Option 1 campus immediately adjacent to the development site. The remaining workers are expected to live either in owner occupation, in private rental accommodation, or in tourist accommodation. For more information please see [the relevant chapter of the consultation document](#).

What are your views on EDF Energy's overall accommodation strategy?

DRAFT MPC Response (2,500 character limit)

The parish council has to assume that the estimates of total peak workforce and of the proportion requiring temporary accommodation is robustly based on experience of similar construction projects. The 50% difference between the low and high estimates is therefore a matter of concern.

The concept of accommodating the majority of workers requiring temporary accommodation in a single 'campus' development close to the worksite appears to be based on sound reasoning and would avoid the risk of the rental market over a wide area of eastern Suffolk being flooded with construction workers, to the potential detriment of the permanently resident population.

Whilst it might be difficult to avoid, workers opting to live in tourist accommodation, poses a potential risk to the local tourism economy if it results in a significant reduction in the number of such properties available for traditional tourist use. It also poses a potential risk if property owners seek to convert private rented accommodation into tourist accommodation. It may be necessary to negotiate some appropriate safeguard through the local planning process.

Question 5

We have proposed three alternative options for the temporary accommodation campus. For more information please see [the relevant chapter of the consultation document](#).

Option 1: Development Site Campus (our preferred option)

This campus would be immediately adjacent to the Sizewell C development site, next to the site entrance on the B1122.

Do you think this option is:

- No option selected
- ~~Appropriate~~
- ~~Inappropriate~~
- ~~Don't know~~

Option 2: Sizewell Gap Campus

This site is off the Sizewell Gap, 2.5km from the Sizewell C development site on Lover's Lane.

Do you think this option is:

- No option selected
- ~~Appropriate~~
- ~~Inappropriate~~
- ~~Don't know~~

Option 3: Leiston East Campus

This site is to the east of Leiston in fields to the south of the Sizewell Sports and Social Club.

Do you think this option is:

- No option selected
- ~~Appropriate~~
- ~~Inappropriate~~
- ~~Don't know~~

Please explain your preferences below.

DRAFT MPC Response (2,500 character limit)

The impact of this aspect of the development appears to be entirely local to the community of Leiston-cum-Sizewell and neighbouring parishes. It would therefore be inappropriate for Melton Parish council to express an opinion.

Transport (Questions 6-14)

Question 6

To reduce the volume of freight which will need to be delivered by road, we envisage that both sea and rail would play major roles in the delivery of construction materials to the development site. We also propose to possibly use park and ride facilities, a lorry park and a large accommodation campus near to the main development site to further reduce traffic impacts on local roads. For more information please see [the relevant chapter of the consultation document](#).

What are your views on EDF Energy's overall transport strategy?

Question 7

EDF Energy considers that park and ride could play an important role during the peak years of construction, acting to significantly reduce the amount of commuter traffic on local roads. We are proposing to build two temporary park and ride developments near the A12 - one for drivers approaching Sizewell from the north and the other for drivers approaching from the south.

Northern Park and Ride

There are three alternative options for the northern park and ride facility: For more information please see [the relevant chapter of the consultation document](#).

Option 1: Yoxford Road

This site is approximately 1.5km south-east of the village of Yoxford on the B1122.

Do you think that this option is:

- No option selected
- ~~Appropriate~~
- ~~Inappropriate~~
- ~~Don't know~~

Option 2: Darsham

This site is located next to Darsham station.

Do you think that this option is:

- No option selected
- ~~Appropriate~~
- ~~Inappropriate~~
- ~~Don't know~~

Option 3: A12/A144 Junction

This site is located at the junction of the A12 and the A144 south of Halesworth.

Do you think that this option is:

- No option selected
- ~~Appropriate~~
- ~~Inappropriate~~
- ~~Don't know~~

Please explain your answers below.

DRAFT MPC Response (2,500 character limit)

The impact of this aspect of the development appears to be entirely local to the community of Darsham, Thorington, Yoxford and Middleton-cum-Fordley. It would therefore be inappropriate for Melton Parish council to express an opinion. Nevertheless, the potential for a 'legacy benefit' in the form of significant additional parking for users of Darsham rail station, which serves a wide catchment area, should be born in mind.

Question 8

Southern Park and Ride

There are three alternative options for the southern park and ride. Our preferred southern site is Option 1 at Wickham Market. For more information please see [the relevant chapter of the consultation document](#).

Option 1: Wickham Market (our preferred southern option)

This is located at the junction between the A12 and the B1078/B1116 to the north-east of Wickham Market.

Do you think this option is:

- ~~No option selected~~
- ~~Appropriate~~
- Inappropriate
- ~~Don't know~~

Option 2: Woodbridge

This is located to the west of the A12 at the A12/A1152 Woods Lane junction, north-west of Woodbridge.

Do you think this option is:

- ~~No option selected~~
- Appropriate
- ~~Inappropriate~~
- ~~Don't know~~

Option 3: Potash Corner

This is located at Potash Corner on Scott's Lane, west of the A12 close to the village of Bredfield.

Do you think this option is:

- ~~No option selected~~
- ~~Appropriate~~
- Inappropriate
- ~~Don't know~~

Please explain your preferences below.

DRAFT MPC Response (2,500 character limit)

- Option 1 would result in the entirety of the car, van and HGV traffic using this site travelling along the single-carriageway section of the A12 road between Woods Lane roundabout and Grove Farm. This 2.5km stretch is one of only two single-carriageway sections on the entire A12 south of Hacheston (the other being the 0.9km stretch of the Woodbridge bypass. This appears to generate dangerous / inconsiderate driving by motorists habituated to dual-carriageway driving. The junction on this road is with the crossing of C309 (the Bredfield road) and U3621 (New Road, Melton) has a poor safety record, with several KSI accidents in recent years.
- Option2 is, of those offered, the least worst. It would intercept the P&R traffic *before* it uses the single-carriageway section of A12 referred to at Option 1.
- Option 3 is, astonishingly, located near and accessed via the road junction referred to at Option 1.

Question 9 Transport: Road Freight

In order to manage road deliveries of material to the Sizewell C development site, we are considering the construction of a lorry park. Our preferred option would be to locate the lorry park with the southern park and ride facility (detailed in Q8). An alternative however, would be to locate the lorry park at a standalone site further south on the A12/A14 (see Q10). For more information please see [the relevant chapter of the consultation document](#).

What are your views on this approach to managing HGV movements, including whether you prefer locating the lorry park with a park and ride facility or separately?

DRAFT MPC Response (2,500 character limit)

The parish council considers that co-locating the van/HGV concentration facility with the southern park-&-ride site would place too great a burden on the host community, regardless of which of the three suggested options were to be developed.

Location at or close to a site already used by industry and served by significant van/HGV movements would cause far less impact on local communities.

Question 10 Transport: Lorry Park

There are three proposed alternative locations for a standalone lorry park (rather than at the southern park and ride). For more information please see [the relevant chapter of the consultation document](#).

Option 1: Orwell Lorry Park (West)

This site is located on land to the west of the existing Orwell Crossing Lorry Park on the A14.

Do you think this option is:

- No option selected
- ~~Appropriate~~
- ~~Inappropriate~~
- ~~Don't know~~

Option 2: Orwell Lorry Park (East)

This site is located on land to the east of the existing Orwell Crossing Lorry Park on the A14.

Do you think this option is:

- No option selected
- ~~Appropriate~~

- Inappropriate
- Don't know

Option 3: A12/A14 Seven Hills Junction

This site is located at the A12/A14 Seven Hills Junction.

Do you think this option is:

- No option selected
- Appropriate**
- Inappropriate**
- Don't know**

Please explain your preferences below.

DRAFT MPC Response (2,500 Character limit)

The impact of this aspect of the development appears to be entirely local to the community of Nacton, Purdis Farm, Levington and Bucklesham. It would therefore be inappropriate for Melton Parish council to express an opinion.

Question 11 Transport: Junction and Road Improvements

The narrow bend in the village of Farnham is widely recognised to be a significant issue on the 'four villages' stretch of the A12. The bend creates a potential safety concern, particularly when two large vehicles are passing. We have identified three potential options to address this issue, which involve road or junction improvements.

Please give us your views on each option. For more information please see [the relevant chapter of the consultation document](#).

Option 1: A bypass of Farnham

This is a bypass around the village of Farnham.

Do you think that this options is:

- No option selected
- Appropriate**
- Inappropriate**
- Don't know**

Option 2: Widen the road at Farnham bend

This would involve widening the road at Farnham bend.

Do you think that this option is:

- No option selected
- Appropriate**
- Inappropriate**
- Don't know**

Option 3: HGV traffic controls at Farnham

This is to implement HGV traffic controls at Farnham bend.

Do you think that this option is:

- No option selected
- Appropriate**
- Inappropriate**
- Don't know**

Please explain your preferences below.

DRAFT MPC Response (2,500 character limit)

The impact of this aspect of the development appears to be entirely local to the community of Farnham,

Stratford St. Andrew, Lt. Glemham and Marlesford. It would therefore be inappropriate for Melton Parish council to express an opinion.

Question 12 Transport: Local Road Network

Aside from the potential impacts in Farnham, EDF Energy recognises that there may be other impacts on the local road network and has proposed various measures for managing the movement of people and freight during the construction phase. At this time our view is that a full four village bypass cannot be justified as a result of the expected 5-15% rise in traffic we forecast at the peak construction period. For more information please see [the relevant chapter of the consultation document](#).

Do you have any further comments about the potential impact of Sizewell C related traffic on the local road network?

DRAFT MPC Response (2,500 character limit)

Should the proposed 'Wickham Market' or 'Potash Corner' park-&-ride sites be selected for development, this should be coupled with on-line dualling of the two single-carriageway sections of the A12 referred to in the parish council's response to Question 8 above. This is likely to be considerably less expensive than construction of an off-line '4 Villages Bypass' and would avoid the additional congestion and accident risk generated by additional car traffic heading for the park-&-ride sites.

Question 13 Transport: Rail

EDF Energy considers that rail would play an important role in the delivery of freight during construction and will explore with Network Rail the possibility of constructing a 'passing loop' at Wickham Market Station on the Ipswich to Lowestoft train line that would increase capacity on that line. There are then two alternatives that are being considered which could increase the scope to use rail during the construction of Sizewell C, our preferred option being the extension of the line into the development site (Option 2): For more information please see [the relevant chapter of the consultation document](#).

Option 1: New rail terminal

This is to build a new, larger rail terminal north of King George's Avenue near Leiston industrial estate.

Do you think that this option is:

- ~~No option selected~~
- ~~Appropriate~~
- Inappropriate
- ~~Don't know~~

Option 2: Temporary rail extension (preferred option)

This is to extend the existing rail line into the Sizewell C development site, which would bring freight directly to the construction areas, removing the need for additional HGV trips on Lover's Lane.

Do you think that this option is:

- ~~No option selected~~
- Appropriate
- ~~Inappropriate~~
- ~~Don't know~~

Please explain your answers above.

DRAFT MPC Response (2,500 character limit)

The parish council welcomes the proposed use of rail for the delivery of freight during construction of Sizewell C as this would have a lower carbon footprint and environmental impact than the use of lorries. Whilst the impact of the options for the development of a temporary freight terminal is primarily on the local to the community of Leiston, they also have an impact on the wider rail network, which makes it appropriate for Melton Parish council to express an opinion.

The parish council notes that there is no specific question about the proposed passing loop at Wickham Market (p21 of the summary document). Whilst this is welcomed, there is concern that this is insufficient

length to avoid the additional freight trains carrying construction materials having an adverse impact on the reliability of the passenger service on the East Suffolk (Lowestoft - Ipswich) Line. This line (which serves Melton) has recently seen an increase in passenger train frequency and, despite the construction of a passing loop at Beccles, is operating at the threshold of capacity on its single line sections, with a consequent impact on reliability. It is suggested that the loop should be of a longer 'dynamic' design, allowing two trains to pass without either having to come to a standstill.

Question 14

If the existing rail line is extended to the main development site there are three alternative options for the route. Our preferred options are the green and red routes. For more information please see [the relevant chapter of the consultation document](#).

Red route (one of our preferred routes)

The red route passes through Leiston, spurring off to the Sizewell C site north of Leiston industrial estate.

Do you think that this option is:

- ~~No option selected~~
- Appropriate**
- ~~Inappropriate~~
- ~~Don't know~~

Green route (one of our preferred routes)

The green route spurs off before Leiston.

Do you think that this option is:

- ~~No option selected~~
- ~~Appropriate~~
- Inappropriate**
- ~~Don't know~~

Blue Route

The blue route also spurs off the existing track before Leiston. It is the longest of the routes and would enter the construction site where we would prefer to locate our campus accommodation.

Do you think that this route is:

- ~~No option selected~~
- ~~Appropriate~~
- Inappropriate**
- ~~Don't know~~

Please explain your answers above.

DRAFT MPC Response (2,500 character limit)

Whilst the impact of the options for the construction of a temporary rail extension is primarily on the local to the community of Leiston, they also have an impact on the wider rail network, which makes it appropriate for Melton Parish council to express an opinion.

The red route would keep open the opportunity to implement the medium/long-term objective of reinstating a scheduled passenger train service on the Saxmundham - Leiston line, serving a station easily accessible from the town centre and with the potential (if the temporary line were retained) of providing a train service for workers at and visitors to Sizewell B & C power stations.

People and Economy (Question 15)

Question 15

EDF Energy is keen to ensure that people living in the Sizewell area can make the most of the opportunities arising from the development. For more information please see [the relevant chapter of the consultation document](#).

Do you have any comments on our proposals, including our approach to education, training and local supply chain initiatives?

DRAFT MPC Response (2,500 character limit)

Draft copy requested from Cllr. Abbott.

Consultation Process (Question 16)

Question 16

As part of this Stage 1 consultation, EDF Energy has produced a number of documents, including a consultation document and summary, and is holding a number of public meetings and exhibitions. For more information please see [the relevant chapter of the consultation document](#).

Do you have any comments about the consultation process so far?

DRAFT MPC Response (2,500 character limit)

The parish council's perception of the consultation so far is positive. Not only was one of the first round Consultation Events held in the village, but a presentation was made to an open meeting of the council's Planning & Transport Committee shortly before the closing date for responses, thus assisting the council in reaching its decision.

It is hope that there will be a robust direct feedback mechanism with respondents during the period in which the content of the Stage 2 consultation are being developed.

This is the last question of this consultation. You can [view your response to this consultation in a print friendly format](#). Until the closing date of the consultation, you can return to this website and change your response at any time. – If you click 'next' you will go back to the first section.