

Welcome



Sizewell C Community Forum

27 March 2014



2. Sizewell C Community Forum | 27 March 2014 | NOT PROTECTIVELY MARKED



Agenda Items

- Nuclear New Build update
- Sizewell C Project update
- Accommodation Strategy
- Transport update



Nuclear New Build Update

- 21 October 2013 announcement
- Contract for Difference
- EU State Aid process
- Equity investors
- Final Investment Decision later this year



Sizewell C Project Update



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Project Update since November 2013

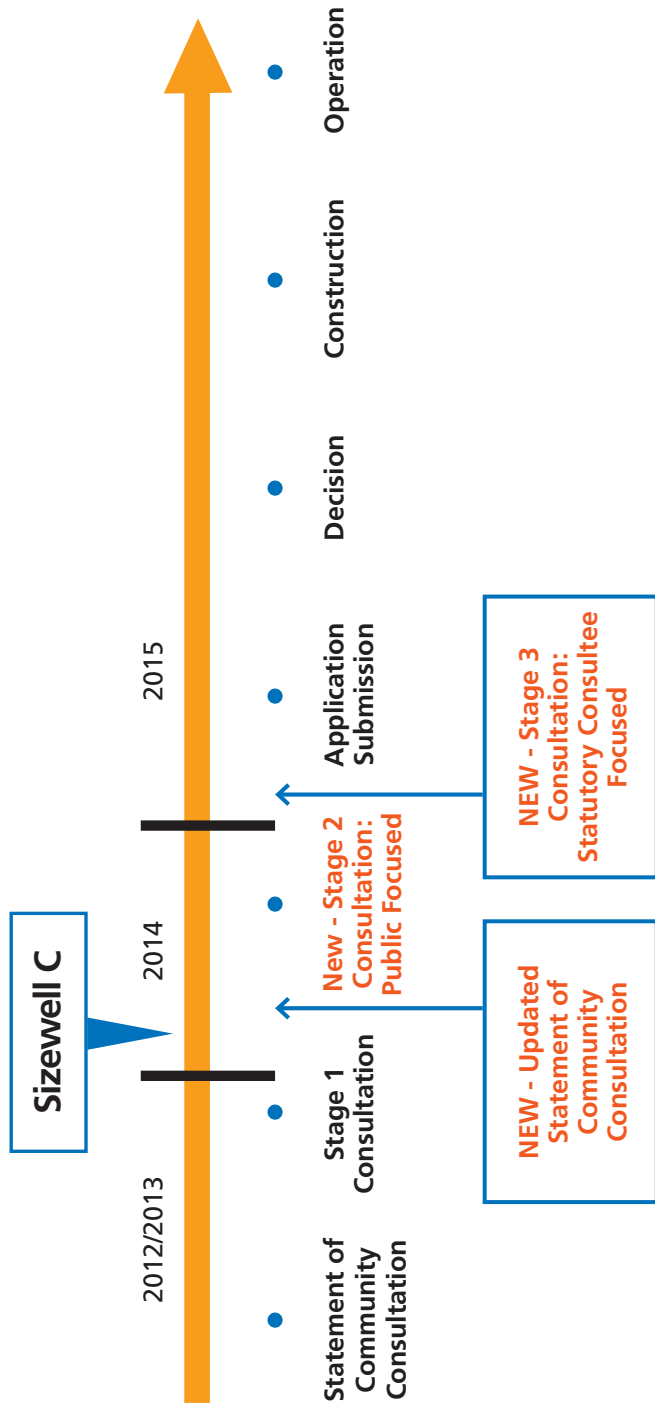
- Changes to our Consultation Strategy
- Environmental Impact Assessment Scoping Request
- Technical and physical activity since November 2013
- What's next?



Original Sizewell C Consultation Strategy



Revised Sizewell C Consultation Strategy



Environmental Impact Assessment Scoping Request

- A Scoping Request will be sent to the Planning Inspectorate (PINS) on the information to be provided in the Environmental Statement
- The Scoping Request will be published on the PINS website
- The Request will include details of the proposed development, the approach to assessment, the surveys to be undertaken, the potential impacts that may arise and any mitigation, as known at this stage

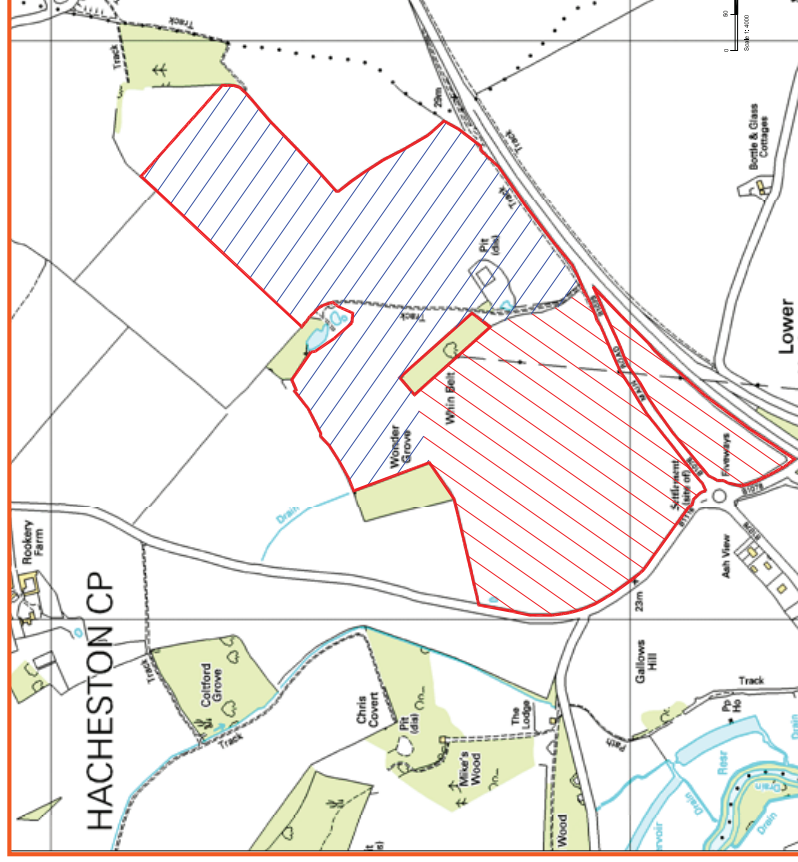


Environmental Impact Assessment Scoping Request

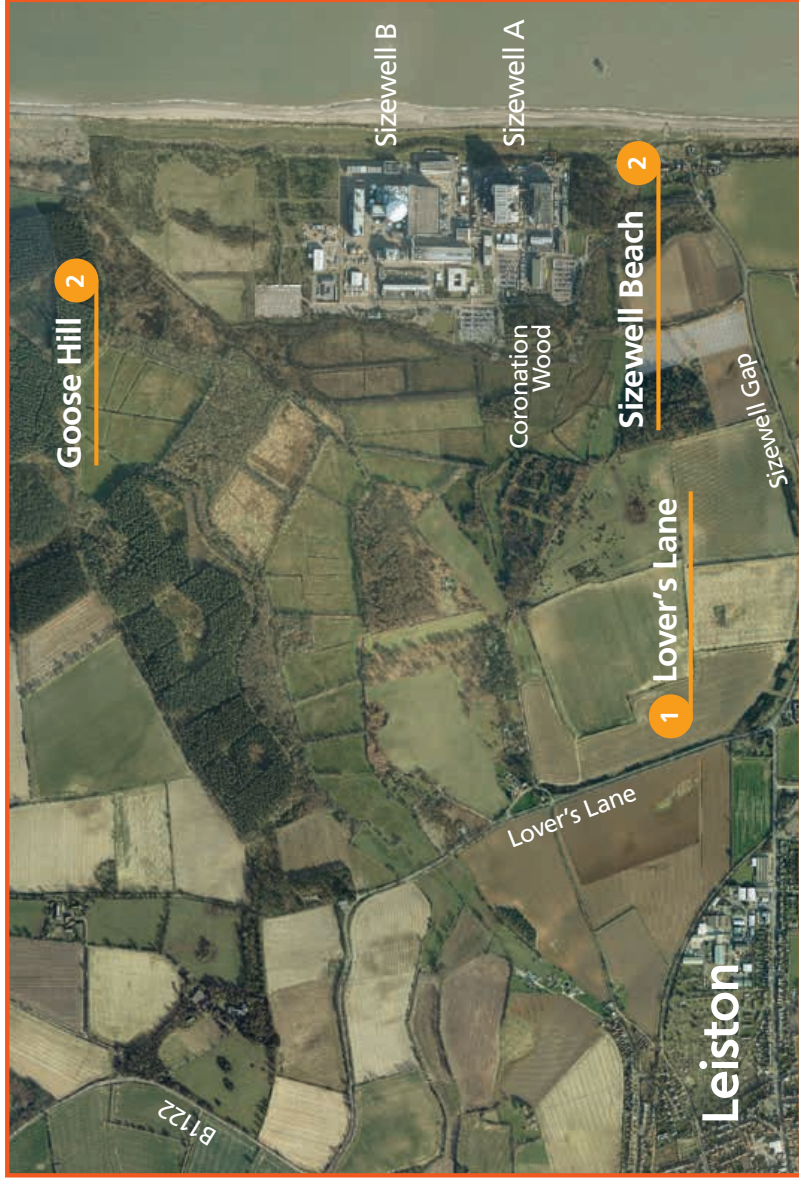
- We intend to submit the Scoping Request in April 2014
- Secretary of State will consult prescribed and non-prescribed consultation bodies
- Secretary of State must respond within 42 days of receiving the Request



EIA Scoping Request: Park and Ride South



Stage 1 Visitor Centre options



Current Visitor Centre preferred option



Alternative options:
Edge of/in Leiston (Construction)
Goose Hill (Operation)

Potential visitor centre location



Activity since November 2013

- Rail routes - ground investigation works (ongoing)
- Offshore ground investigations completed
- Architectural Design Principles for main site
- Environmental studies and proposals
- Reptile mitigation



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Activity since November 2013

- Trial trenching in Construction Laydown Area
- Associated Development Sites technical assessments
- Various technical workshops with consultees (including cross-cutting event this week)
- Informal consultation on lead Associated Development Sites



What's Next?

- Newsletter - April
- EIA Scoping Request
- Ongoing technical studies - physical and desktop
- Preparation for Stage 2 Consultation later this year



Accommodation Strategy



Approach to Accommodation Strategy

- Peak workforce of 5,600 of which c.3,600 (non-home based) will require accommodation
- Existing local accommodation could not satisfy this demand - hence the need for project accommodation
- Campus would be sized to achieve the right balance with the use of local accommodation and facilities



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Approach to Accommodation Strategy

- The project needs to attract and retain high-calibre non-home based workforce, in competition with other projects
- A high quality campus with comprehensive facilities and direct access to the site will be a key element in attracting the best workers and meeting their accommodation needs



Why single site?

- Allows EDF Energy to provide the most flexible and attractive accommodation offering to potential employees with good quality recreational facilities to encourage them to remain on site
- Makes it easier to ensure that our workers adhere to a Code of Conduct
- Economies of scale - capital cost and operational efficiencies
- Significant cost to Project if there were to be more than one campus site: £millions

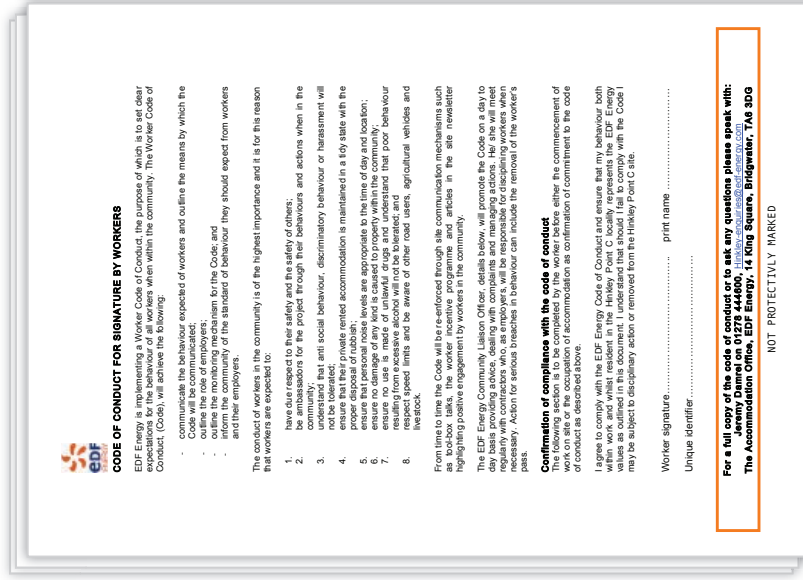


Campus specifications

- Internal finishes and service provision across the campus would be equivalent to a two star hotel
- Designed to provide attractive, good standard facilities:
 - Single rooms with TV and en suite bathroom
 - Canteen
 - Shop
 - Laundry facilities
 - Lounge bars
 - Leisure facilities including sports pitches and gym
 - On-site security
- A pleasant, contained, campus environment of a quality which encourages people to work on the project



Code of Conduct – Hinkley Point C



Why Development Site?

- Most convenient and popular location for workforce – will help EDF Energy attract and retain high calibre workforce
- Increased productivity and efficiency through minimising effective length of working day
- Delivers operational efficiencies
- Accessibility of workforce e.g. nightshift, concrete pours
- Avoids any traffic arising from campus residents' daily commute
- Capital and operational cost of campus remote from construction site: £millions



Stage 2

- Preliminary campus masterplan - design and layout
- Number of beds
- Landscaping and visibility
- Preliminary environmental information
- Feedback will influence development of masterplan



Summary

- Campus-based accommodation strategy to attract high calibre workforce and reduce pressure on local accommodation
- Stage 2 focus on local community. Feedback will influence development of accommodation campus masterplan and mitigation
- Importance of delivering a cost-effective project that addresses community concerns
- EDF Energy is committed to addressing concerns eg. through implementing a worker Code of Conduct



Transport Strategy



Transport Strategy at Stage 1

- Stage 1 Strategy sought to contain the traffic impact of the construction phase through a range of proposals:
 - Two park and ride developments for workers travelling from the north and south on the A12
 - Jetty for sea delivery of abnormal loads and bulk materials
 - Rail infrastructure proposals to support rail delivery of bulk materials and containerised goods
 - Large near-site accommodation campus
 - B1122 proposed as the access road to the construction site from the A12
 - Options for mitigation at Farnham Bend
 - Freight Management Facilities and lorry parks



Stage 1 Responses on Transport - Main Themes

- Support for many of the aims of the transport strategy (use of sea and rail for freight deliveries, use of park and ride to reduce traffic increase to local villages and rural roads)
- Concern about the scale of potential traffic increase and desire for additional information and traffic estimates
- Desire for additional legacy highways infrastructure (A12 / B1122 / other locations)



Work since Stage 1: Sea Deliveries

- Design work on the temporary jetty – focusing on:
 - Anticipated project requirements (number of berths / vessel capacity)
 - Navigational and weather constraints
 - Optimum length and design taking account of project needs / dredging requirements / environmental impact (coastal processes)
 - Public access during construction phase
- Proposed design will be presented at Stage 2 consultation
- Also work on the approach for occasional abnormal load delivery during operation, considering potential beach landing facility – also plan to consult on this at Stage 2



Work since Stage 1: Rail Options

- Ground investigation of route options
- Design issues for green and blue rail routes both within and outside the construction area
- Analysis of preferred route(s) vs an enlarged rail head north of King George's Avenue, Leiston
- Discussions with Network Rail with respect to rail paths (number and timing) and infrastructure on the East Suffolk Line (including passing loop) and Saxmundham-Leiston branch line
- Stage 2 will present our preferred rail option(s) along with reasons and associated proposals on highways and related infrastructure

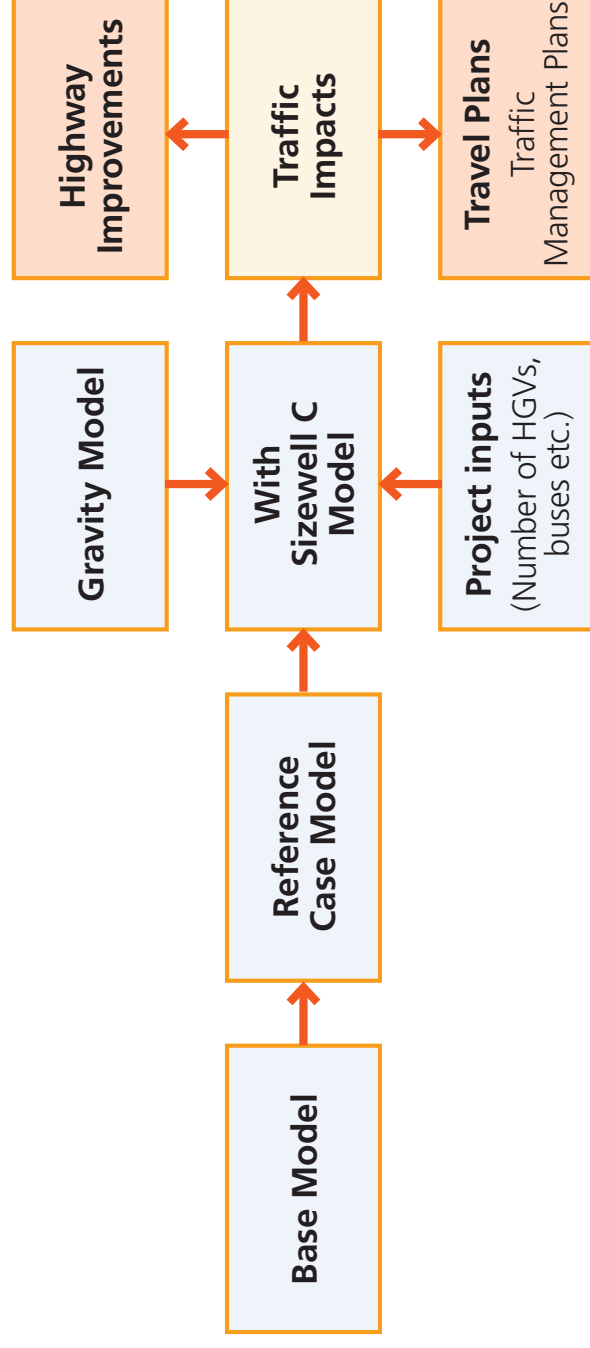


Traffic Modelling

- 'Base' traffic model - model of existing road network
- 'Reference case' traffic model - future road network without Sizewell C
- 'Gravity model' - estimate of residential location of construction workforce
- 'With-development' traffic model – model incorporating estimates of Sizewell C construction traffic based on latest work on project proposals and estimated modal splits (sea / road / rail etc.)



Summary of Traffic Modelling and Assessment Process



Robust Transport Modelling

- Base modelling to meet Department of Transport standards and reviewed by Suffolk County Council
- Base modelling considers existing network peak periods and based on data for busiest times / days of the week
- Reference case modelling makes robust assumptions on future growth and additional development
- With-development modelling considers the peak period of Sizewell C construction (workforce and freight). During many years of the construction phase traffic generation will be lower than that modelled



Transport Update Summary

At Stage 2 we are looking to provide:

- Additional detail on our sea and rail proposals
- Predicted traffic increases (at peak construction) at a range of locations including on all materially affected local roads
- Discussion of any anticipated significant impacts of Sizewell C traffic in terms of congestion, traffic flow, noise and air quality
- Additional information on local highway improvement proposals
- Our position on all major transport issues raised with us at Stage 1



Thank you

