Sizewell C

The power of **good for Britain**

Avonmouth Docks

Tunnel Segment Factory

October 2025

Sizewell C will **deliver 60%** of **materials** by **rail** or **sea, reducing impacts** on **roads** and **traffic.**

Image courtesy of HPC.

Sizewell C

Avonmouth Docks

As part of our commitment to delivering 60% of materials by rail or sea, reducing impacts on roads and traffic, Sizewell C is now planning to bring tunnel segments and heads to site by rail and barge.

We are intending to produce the tunnel segments and heads that will be used to carry cooling water for the power station at a facility at Avonmouth Docks in the Port of Bristol. They would then be brought to Sizewell C in Suffolk by rail or barge, avoiding road disruption and traffic.

Our proposals include making the existing pre-cast concrete production facility (previously used for the Hinkley Point C and HS2 projects), permanent and building temporary supporting facilities such as cranes, storage, offices and parking.

Around 350 people will be on site at Avonmouth Docks at the peak of works, offering continuing opportunities for previous workers at the site and representing some of the thousands of jobs supported by construction of Sizewell C.

PLANNING APPLICATION

In the coming months, we will submit a planning application for the Sizewell C Tunnel Segment Factory to Bristol City Council. More information is available on our website **sizewellc.com**, or if you would like to talk to us about the plans, please call us on **0800 197 6102** or email **info@sizewellc.com**.

THE SITE

Located within Bristol Port, the Sizewell C Tunnel Segment Factory site covers an area of 12ha, including the access route to the local highway.

Avonmouth Docks are adjoined by the Royal Edward Eastern Arm Dock to the east, the port entrance lock to the south, the Severn estuary to the west and other port activities to the north. The nearest homes are around 600m to the southwest of the site.

The habitats and species of the Severn Estuary are legally protected with a number of nearby areas classified for conservation, **including the adjoining Severn Estuary:**

Site of Special Scientific Interest (SSSI) to the west and south;

Special Protection Area (SPA) to the south and close by to the north;

Special Area of Conservation (SAC) to the west and south;

Ramsar site to the south and close by to the north; and

Site of Importance for Nature Conservation (SINC) to the west and south.

We are proposing to improve surface water infrastructure on the site to reduce water discharge flows, which will enhance the SSSI.

THE PROPOSALS

The existing facility at Avonmouth was approved by Bristol City Council as temporary infrastructure permitted to remain in place until April 2027. While some parts of the approved facility remain, including the Tunnel Segment Factory, others have already been removed.

We are proposing to retain the Tunnel Segment Factory building permanently so it can be used to support the operation of the wider port, as well as building new, 9m high stores. A three-storey office building and a two-storey office and welfare building and their associated car parks will be removed.

We are proposing temporary structures including:

A three-storey, 11.7m high office building with car park;

Four tower cranes - one that is 20.35m high, one at 36.4m, and two at 24.4m;

A two-storey office and welfare building and a two-storey laboratory building, both 7.8m in height;

Two concrete batching plants at 22.5m and 23.8m in height;

An eight-bay aggregate store (6m high);

A 12m high transfer trolley to connect the factory and segment storage area; and

Three 24m high gantry cranes above the segment storage area.

OPERATION

We are forecasting a peak workforce for the site of 350 people, an increase from the previous application (215 peak workforce), but remaining in line with historic use. Our expectation is that there will be 70 people working in the Tunnel Segment Factory, 130 in heads and ramps fabrication and 150 working in the offices.

We are proposing a total of 196 car parking spaces, including 20 for electric vehicles and six disabled spaces.

Production at the Tunnel Segment Factory will happen in two 11-hour shifts starting at 7am, Monday to Friday. For maintenance, shifts would be 12-hours per day starting at 6am, with an additional Saturday day shift. The heads and ramps fabrication area will work on a single 12-hour shift per day starting at 7am, Monday to Saturday.

MOVING MATERIALS

Materials will be delivered to site by road, with bulk components for production of concrete stored on site for use within the batching plants. We are planning to use a supplier based within the Bristol Port boundary so that delivery of aggregates would not be via public roads. HGVs would deliver reinforcement for precast segments and heads by road.

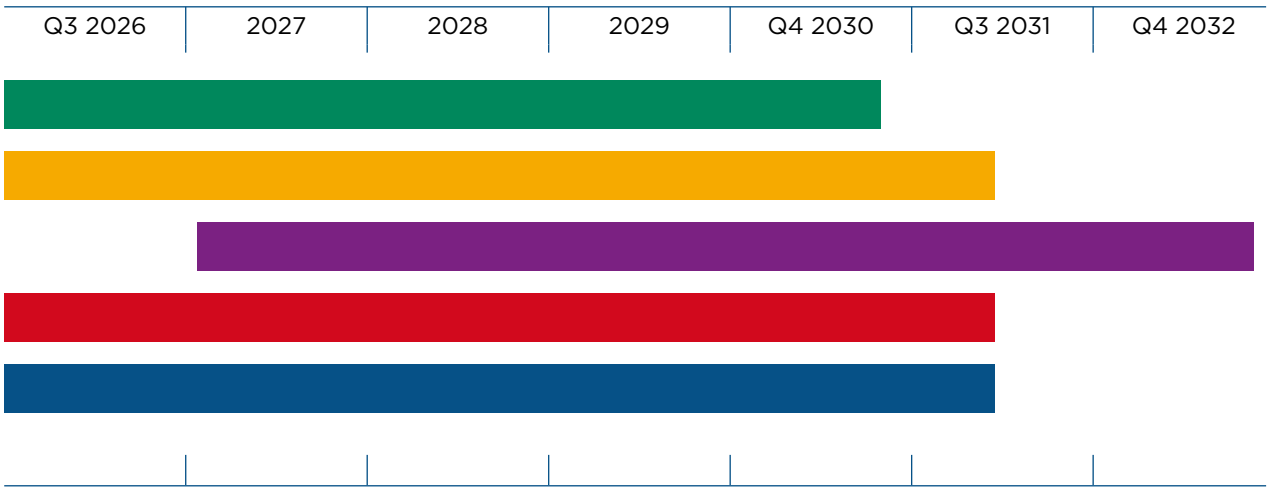
All deliveries to Sizewell C will be by sea or rail. Concrete heads and ramps will go by barge from Avonmouth. Freight trains will take tunnel segments from the rail terminal within Bristol Port to Sizewell C. We anticipate three or four trains per week departing Avonmouth from November 2028, with a total of around 350 train movements.

PROGRAMME

The proposed facilities will be built to meet the Sizewell C marine and tunnelling construction programme. Once the tasks for each construction site at Avonmouth are completed, the sites will be decommissioned and handed back to Bristol Port.

TIMELINE

Programme summary - mobilisation and demobilisation of each port zone.



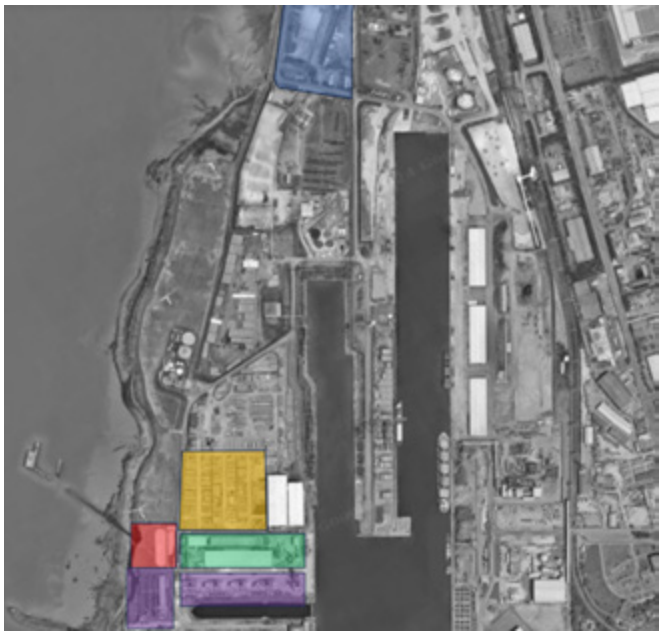


FIG 1: PROJECT AREAS

The expected timing for the use of each area is shown using the same colour in the timeline above.

Scan the **QR code** to **find out more**.

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For more information:

Go to **sizewellc.com** | Call us on **0800 197 6102**

Email **info@sizewellc.com**

*9:30am–5pm Monday–Friday. Calls to 0800 numbers are free from UK landlines. Call costs from mobile and international numbers may vary.