~~DRAFT~~ Meeting Note

Main Development Site Forum

Meeting Type: Main Development Site Forum

Meeting held on: Wednesday 8 July 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
John Marshall, Senior Project Manager, Rail
Rebecca Quigg, Transport Co-ordinator
Neil Glendinning, SZC Harbour Authority
Darren Benford-Brown, Community Safety Officer
Luke Stevens, Land Management Lead

External Partners:
Suffolk Constabulary
Steve Merry, SCC Highway
Alex Monk, Openreach
Michele Colwell, Openreach

External Attendees:

Cllr Sarah Whitelock, East Suffolk Council
Cllr Maureen Jones, Aldringham-Cum-Thorpe Parish Council
Cllr Paul Collins, Theberton and Eastbridge Parish Council
Cllr Nicky Corbett, Leiston-cum-Sizewell Town Council
Cllr Ruth Hardy, Knodishall Parish Council
Cllr Charles Macdowell, Middleton-cum-Fordley Parish Council
Cllr Kerstin Davey, Aldeburgh Town Council
Pat Hogan, Sizewell Residents Association

Apologies:

Cllr Stephen Brett; Cllr Paul Collins substituting

1. **Welcome and Introductions**
2. **Meeting notes and matters arising from Main Development Site Forum (15 April 2026)**
3. **Main Site Update**
4. **Roadworks and Diversions**
5. **BT Openreach – Project Saxophone Update**
6. **Traffic and Transport**
7. **Q&A – via Town and Parish Council Representative**
8. **Date of Next Meeting**

DRAFT Meeting Note – 08/07/2026

Minute Ref	Actions/Comments	Who	By when
1	**Welcome and Introduction**		
1.01	Christine Abraham welcomed the attendees. Apologies were received from Cllr Stephen Brett.		
2	**Meeting notes and matters arising from Main Development Site Forum (15 April 2026)**		
2.01	4.01 – The action was complete.		

NOT PROTECTIVELY MARKED

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2.02	4.02 – An area on the Theberton side of Moat Road, which was parallel with the B1122, had been fenced off for ongoing works and road construction preparation.		
2.03	4.03 – The action was complete.		
2.04	4.04 – Richard Bull stated that there was a coastal process monitoring and management plan within the DCO. The Centre for Environment, Fisheries and Aquaculture Science (Cefas) had undertaken SZC's modelling and assessments throughout the DCO.		
2.05	4.06 – David Peacop confirmed that Lover's Lane and Sizewell Gap would be used intermittently during the construction of the power station.		
2.06	4.07 – Darren Benford-Brown stated that no SZC vehicles of 3.5 tonnes and above had used unprescribed routes. Additionally, no speeding had been identified.		
2.07	4.08 – An afternote had been added to the meeting note of 15 April regarding the Oaks.		
2.08	4.13 – Darren Benford-Brown stated that the vehicle in question had had no prescribed blue sticker. It was believed that the vehicle was linked to ScottishPower.		
2.09	8.02 – Marjorie Barnes reported that the issue related to the Sizewell Beach car park signage had been highlighted to the responsible council.		
2.10	8.11 – Marjorie Barnes stated that appropriate personnel within ESC had been tasked with providing a business support briefing to Aldeburgh.		
2.11	Cllr Sarah Whitelock requested a fuller response in relation to support for pubs. Marjorie Barnes stated that officers within ESC were responsible for the business development pot. She and a member of the ESC team had visited one of the pubs in question to discuss the business support package. In addition, a business support mentor had visited the pub. Marjorie Barnes suggested that ESC provide a more fulsome briefing that she was also happy to join.		
2.12	The notes and actions of the previous meeting were approved.		
3	**Main Site Update**		
3.01	Rick Watler presented drone footage of the site.		
3.02	The Southern Park & Ride (SPR), two-village bypass and Northern Park & Ride (NPR) were advancing. Earthworks had commenced for the Sizewell Link Road (SLR); archaeology work remained ongoing. Railheads had been inserted within the ancillary construction area (ACA), and the first set of materials had been delivered via rail. Permanent fencing was being erected as part of noise mitigation works. The central plaza and road networks had been installed.		
3.03	Rick Watler highlighted the temporary construction area (TCA) and recent progress. The first of the silos for the main batching plant had been erected. The desalination plant and SSSI were well progressed. The bailey bridge had opened, and the temporary sea defence was being installed.		
3.04	The main construction area (MCA) east building was operational. The marine bulk import facility (MBIF) was progressing out over the beach. SZC had installed netting around the		

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	perimeter of the Cantitravel to prevent falling objects and swarf. The rock armour had been developed specifically to meet SZC's nuclear safety functional requirements.		
3.05	Neil Glendinning reported on the marine works and provided a timeline that detailed completed works, current works, upcoming works and works awaiting submission.		
3.06	Rick Watler presented the rail line for the TCA. The first batching plant was likely to begin batching concrete in Q4.		
3.07	A hazard area would be installed within the ACA. The green rail route (GRR) track had been installed in April using a specialist new track construction (NTC) train. Regarding the GRR level crossings, the track at Buckleswood Road had been installed. Civils construction work was underway across the branch line. Leiston Level Crossing would be closed between 20 July and 10 August.		
3.08	David Peacop reported that utilisation of the NPR and SPR was increasing, and both would be fully completed by yearend. The bus routes and sample internal timetable were presented.		
	Questions Regarding Presentations		
3.09	Cllr Kerstin Davey asked if discussions were taking place with Sea Link regarding the potential closure of Benhall Railway Bridge. Richard Bull said SZC had made representations to Sea Link regarding the potential risk to the SZC project.		
3.10	Responding to Cllr Kerstin Davey, Rick Watler confirmed that a specialist design house had designed SZC's sea defences.		
3.11	Cllr Nicky Corbett stated that Leiston was concerned by the closure of Station Road. She requested a formal statement that confirmed that emergency services were happy with the arrangements. **ACTION**: SZC to obtain a formal statement from emergency services that confirms that they are happy with the closure of Station Road.	DP	
3.12	Cllr Paul Collins highlighted the sea defence and rock armour and asked whether the original path remained accessible. Rick Watler confirmed that access across the beach would be maintained. The path that had been previously implemented remained in place, though a short section needed to be moved slightly further out.		
4	**Roadworks and Diversions**		
4.01	David Seal reported that construction was ongoing to connect Moat Road to George Road. The SLR road closures and main development site (MDS) roads scheme summary was presented. David Seal highlighted the key tie-ins to the plaza roundabout and outlined the autumn road closures.		
4.02	As part of ScottishPower's works, 40 mph permanent speed limits would be implemented on Lover's Lane and Sizewell Gap. All local road improvement works within Yoxford had been completed. Various phases of the B1122 early years works were complete. Upcoming road closures were outlined.		

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4.03	Yoxford and Friday Street roundabouts would be finished by the end of July, with landscaping and vegetation works taking place in the autumn.		
5	**BT Openreach – Project Saxophone update**		
5.01	Alex Monk reported that 70% of homes and businesses in Suffolk had been connected to the Openreach Fibre to the Premises (FTTP) network. 84% of Leiston (3,593 premises) had been connected to the FTTP network. Openreach planned to build out to most, it not all, of Theberton in Q2 and Q3 and Eastbridge in Q3 and Q4.		
5.02	Currently, 67% of Aldeburgh, 62% of Halesworth, 22% of Westleton and 47% of Yoxford had been connected to the FTTP network. Middleton and Middleton Moor were not part of the Openreach build plan as they were not 'announced areas'. SZC had assisted with the funding of major 'spine' cabling, helping to connect Leiston, Aldeburgh and surrounding areas to the FTTP network.		
	Questions Regarding Presentation		
5.03	Cllr Charles Macdowell expressed his surprise that Westleton had only 22% coverage. Marjorie Barnes said the project had provided significant funding by way of various funding pots, including the community fund. SZC had not chosen the communities that the FTTP network would be rolled out to.		
5.04	Cllr Charles Macdowell asked whether SZC had chosen to not fund the FTTP network in Middleton. Marjorie Barnes replied that this suggestion would be inaccurate. Alex Monk added that Openreach had already announced Leiston as one of its exchanges. Cllr Charles Macdowell asked who would determine which areas were announced within the exchanges. Alex Monk explained that Ofcom would determine the areas that Openreach could work in.		
5.05	Cllr Charles Macdowell noted that the mobile phone coverage expansion had not extended to Middleton. He was extremely disappointed that the FTTP network did not account for Middleton.		
5.06	Cllr Sarah Whitelock asked if the network would solve mobile data issues. Alex Monk responded that it would not.		
5.07	Cllr Paul Collins commented that SZC had failed to enhance and connect local villages via the project despite stating that it would. Marjorie Barnes stated that SZC's communication had outlined that areas would benefit because of SZC investment.		
5.08	Responding to Pat Hogan, Alex Monk stated that households without an existing landline would not be affected during the FTTP installation process.		
5.09	Responding to Cllr Maureen Jones, Alex Monk confirmed that Thorpeness came under the Aldeburgh telephone exchange.		
5.10	Cllr Paul Collins highlighted potential issues associated with a digital router. Alex Monk stated that most digital landline phones required a power connection.		
6	**Traffic and Transport**		

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6.01	Rebecca Quigg presented the transport monitoring report for Q1 2026.		
6.02	Maximum daily HDV movement had slightly exceeded the target in March. This had followed the Transport Review Group's (TRG) decision to allow for an additional 28 vehicles. The directional split of HGV movements had shifted back towards the target distribution of 75% southbound and 25% northbound. LGV movements remained below the limit.		
6.03	The parish monitoring workshop had taken place on 17 June. Rebecca Quigg had held one-to-one meetings with over 25% of traffic monitoring parish councils to discuss their figures in detail. The TRG had agreed to fund a feasibility study for Knodishall following the results of traffic surveys. Financial administration for the permanent traffic monitoring points was complete.		
6.04	The Q2 TRG had taken place, during which support had been expressed for electric charging points for buses at the park and ride sites. Routes and HGV limits for OSI sites had been agreed; rail freight movements and passenger transport operations had also been discussed.		
6.05	Steve Merry reported on Benhall Bridge and explained that Sea Link had proposed investigatory testing. SSC would challenge the contingency weekend closures for the MDS and roundabout. The TRG had monitored certain exceedances and had challenged out-of-hours HGV movements. The decision to increase the HDV cap had been balanced. Certain structures on the A12 would be reviewed, and the transport incident management plan (TIMP) would be reassessed.		
7	**Q&A – via Town and Parish Council Representative**		
7.01	**Aldeburgh TC –** ***ATC requests a thorough update of tangible actions and benefit felt by local businesses since February from the Sizewell Tourism governance committee.*** Marjorie Barnes stated that the tourism working group had reviewed concerns and work required in this area. The minutes of the working group were also published. The group had a formal, strong role, as it acknowledged the importance of tourism to the area. Marjorie Barnes also highlighted the recent DMO tourism conference that had been well attended. Cllr Kerstin Davey commented that business associations and retailers would welcome targeted marketing. ***ATC notes the following road diversions on the A12 on the Sizewell latest tracker email. These are peak times of travel for festival and holiday makers either arriving into or leaving Aldeburgh. Given it is our main economy, what PR signage and mitigation is the Sizewell tourism committee proposing for the travelling public to persevere and to return again to our area?*** Richard Bull replied that the works would take place overnight. Signage had been installed, and work information was available on the works tracker and Causeway one.network. SZC was keen to complete the work and return to a 'more normal' state. Cllr Kerstin Davey noted that three concerts during the Aldeburgh Festival had required diversions off the A12. She asked whether there had been any previous communication with the administration at Snape Maltings Concert Hall. Marjorie Barnes acknowledged the difficulty. Although SZC wanted to progress the works, it was mindful of events taking place in the area. There had been extensive communication on social media channels.		

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7.02	Christine Abraham asked how issues raised at the MDSF would be fed into the tourism governance committee. Richard Bull agreed to take this action. **ACTION**: Richard Bull to consider how issues raised at the MDSF are fed into the tourism governance committee.	RB	
7.03	**Leiston-cum-Sizewell TC –** ***The Council has major concerns about the change of use for the ACA on the Land East of Eastlands Industrial Estate (LEEIE). The DCO outlined the plans for a touring caravan park for contractors, and although we had concerns about vehicular movements and contractor numbers so close to the town, this would have been a relatively low impact site. However, there are now plans for a steel rebar factory close to the town and rail deliveries throughout the construction period, when initially the rail was only intended for use in the early years. This is in addition to the construction of the college in the neighbouring field, which although welcome, increases the radical change to the east of town, which will impact on residents and increase HGV traffic.*** ***What is the HGV route to site for the fabricated steel?*** Richard Bull stated that the DCO Change request is currently with the Secretary of State. The steel would be moved to site by rail, with onward movement of fabricated steel to sit within the existing DCO transport controls. The key route would be from the new access to the ACA on Lover's Lane that was yet to be constructed. ***How many years will the factory be in operation and what extra mitigation measures will be in place for residents close to the railway line and the factory itself, who currently have no mitigation offered despite regular nighttime movements?*** Richard Bull replied that a steel fabrication plant would be constructed on the ACA. Aggregates would be transported by rail direct to the TCA via the GRR, while SZC would utilise the rail line in Leiston for tunnel segments and steel. SZC had committed to not running trains through Leiston at night. Cllr Nicky Corbett asked SZC to revisit the mitigation strategy and consider the extended nature of the work. **ACTION**: Richard Bull and a SZC noise consultant to run through the proposed mitigation with Cllr Nicky Corbett.	RB	
7.04	**Knodishall PC –** ***We are fully aware that the possibility of having a pedestrian crossing is a lengthy process. However, during the last few weeks with the addition of the outage at SZB and weekend closures of the Yoxford roundabout, traffic through the village has increased substantially, with residents asking for updates on the feasibility study. Please could we have a timeline?*** Rebecca Quigg explained that she was negotiating proposed dates with internal stakeholders. Richard Bull added that he was happy to discuss the issue with Knodishall PC. ***Work on B1094/B1069 at Blackheath Corner appears to have been completed for now. The junction still floods and visibility has not improved. What additional work is planned to rectify this?*** David Seal stated that ScottishPower had communicated that it would complete the works in Q4.		
7.05	**Sizewell C Residents –** ***Can you please give an update on your intentions for the use of Sizewell Beach car park for your workers, and your understanding of any role of***		

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	monitoring you may or may not have for daytime and overnight parking, given the presumably permanent notice now put up by ESC? Marjorie Barnes stated that overnight parking was not permitted at Sizewell Beach car park. The parking team had regularly patrolled the area, and SZB continued to conduct its checks. The signage had also been installed. Pat Hogan noted that there had been progress on day shift and overnight parking. There had been a request for a sign outlining no overnight parking. However, there was a sign detailing charges that included 10 hours for £5. This would lead to few residents being able to utilise the beach car park. Pat Hogan also highlighted the confusing nature of the sign. She asked whether SZC had engaged with ESC regarding monitoring activity at the car park. Marjorie Barnes replied that SZC had paid to facilitate free parking at the car park. She also noted that ESC had developed the sign and was ultimately responsible for it. It was agreed that a discussion would be held between SZC residents, SZC and ESC regarding Sizewell Beach car park. **ACTION**: A discussion to be held between SZC residents, SZC and ESC regarding Sizewell Beach car park. ***In the June Project Update, it mentions installing rock armour around the southern end of the temporary sea defence — work required to protect SZB operations. Can you give some idea of the extent of this, and does this mean that you have found considerably more erosion of the coast than previously thought?*** It was noted that the question had been addressed during the presentation. Pat Hogan asked whether the rock armour would be permanent. Richard Bull responded that it would form part of the temporary coastal defence and be incorporated into the permanent design. The rock armour would be subject to an upcoming submission to ESC under Requirement 19.		
7.06	**Middleton-cum-Fordley PC – *As regards the suggested early closure (of Hawthorn Road) idea, residents will appreciate this as long as access to properties from the B1122 remains open to them. Can this be done? Has the feasibility of bin collections and oil deliveries, once the road is closed at the SLR, been looked into in terms of vehicle turning circles? Notwithstanding the closure date, have you communicated with residents that their road will be closing?*** David Seal stated that the road closures had been communicated. He would need to review the proposal to maintain access to properties from the B1122. There had been several meetings with residents in relation to the SLR. Cllr Charles Macdowell stated that residents had not been informed of the Hawthorn Road closure. Richard Knight responded that SZC had not formally written to residents, as the process was currently taking place. The Hawthorn Road closure was planned for 10 August. He also noted that SZC had discussed local road closures with residents in Middleton. Cllr Charles Macdowell noted his disappointment that SZC had not communicated the Hawthorn Road closure. **ACTION**: David Seal to examine the proposal to maintain access to properties from the B1122. **ACTION**: SZC to ascertain if it can communicate the Hawthorn Road closures with local residents.	DS SZC	

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	Middleton and Theberton have since the autumn been asking for meetings with SZC and SCC to cover the many fine details of the construction and operation of the SLR in their parishes without taking up precious time in the NTF or MDSF. We have agreed that while a specific working group or scheduled programme of meetings was not needed, individual meetings would allow Middleton and Theberton PCs – and perhaps Kelsale – to talk about issues such as Q1 above. A meeting with SCC took place in the spring, but SZC were unable to attend. Why has SZC now refused to join such a meeting? Marjorie Barnes stated that the transport forums were the most appropriate mediums to discuss transport issues, including the SLR. Numerous channels had been introduced to help to support parish leaders, in addition to SZC holding several meetings with parish councils. Marjorie Barnes reminded attendees that they could visit SZC at its offices on Leiston High Street.		
7.07	Cllr Charles Macdowell noted his confusion. SZC had stated that it did not want to meet with Middleton-cum-Fordley PC to discuss the SLR. Conversely, Marjorie Barnes had invited residents to visit SZC's offices to discuss any issues. He suggested scheduling a meeting to address issues related to the SLR. Marjorie Barnes reiterated that the transport forums were the most appropriate mediums to address transport issues and encouraged Cllr Charles Macdowell to visit the SZC offices to discuss his issues. **ACTION**: SZC to determine how to address concerns relating to the SLR.	SZC	
7.08	Cllr Charles Macdowell requested that SZC investigate the large pieces of ragwort by the SLR at Hawthorn Road. **ACTION**: SZC to investigate the large pieces of ragwort by the SLR at Hawthorn Road.	SZC	
7.09	Cllr Maureen Jones stated that she intended to visit SZC's offices to discuss the rock armour.		
7.10	Cllr Sarah Whitelock expressed hope that the closure of Blackheath Corner would be coordinated with any closures emanating from Leiston and towards the A12. Steve Merry stated that SZC would coordinate its elements of the roadworks, while SCC would coordinate SZC's works with other major projects.		
7.11	Cllr Sarah Whitelock requested an assurance that no freight trains would run along the GRR until mitigation measures were in place. Richard Bull said SZC was engaging with ESC regarding running the trains in parallel with completing the remaining mitigation works, while ensuring there would be no significant increase in the anticipated noise impacts.		
7.12	Cllr Kerstin Davey requested that SZC remind workers within Aldeburgh to remove high-visibility clothing while frequenting cafés and pubs outside of working hours. **ACTION**: SZC to remind all workers to remove high-visibility clothing while frequenting cafés and pubs outside of working hours.	DBB	
7.13	Cllr Paul Collins requested that SZC ask Openreach to clarify when it would undertake the FTTP works and what areas it would work in. **ACTION**: SZC to ask Openreach to clarify when it will undertake the FTTP works and what areas it will work in.	DP	

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7.14	Cllr Paul Collins highlighted Theberton Gateway and stated that there was a gateway on only one side of the road. **ACTION**: SZC to investigate Theberton Gateway and whether there is a gateway on only one side of the road. **AFTERNOTE:** The gateways have been installed as per the drawings attached in the locations shown. There is one gateway on each approach as shown on the drawings – offside on the northern approach and nearside on the southern approach. The southern gateway (Moat Road/ Onners Lane end) is fairly narrow compared to the detail shown on the drawings although the detail has no width dimensions shown. This is due to the narrow verge width. The existing terminal signs on the opposite side to the gateways have been retained with national speed limit plate replaced with 30mph signs.	SZC	
7.15	Cllr Paul Collins highlighted the upcoming Eastbridge Road closure and requested signage that outlined that vehicles could not access Leiston through Eastbridge.		
7.16	Pat Hogan thanked SZC for its work on the monitoring of Sizewell Beach car park, as well as for sweeping and watering the cycle paths.		
8	**Dates of Future Forums**		
8.01	The next MDSF would take place on 7 October at 18.00.		
8.02	Christine Abraham closed the meeting at 20.11.		