



# The Sizewell C Project

## 5.1 Consultation Report Appendices C.1 - C.9 Part C: Informal Consultation (Development Sites)

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Forms and Procedure) Regulations 2009



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Appendix C.1

Newsletter (November 2013)



## Sizewell C – progress since February

Last November, we launched the Stage 1 public consultation on the initial proposals for Sizewell C. We asked local people for their views, receiving nearly 1,300 responses by February.

We have been carefully considering that feedback while conducting design and technical studies to assist in our development of detailed proposals.

One year on since Stage 1 consultation, our fieldwork has included ecological surveys around the Sizewell C site and the wider Area of Outstanding Natural Beauty. We manage our estate with the help and expertise of Suffolk Wildlife Trust and place a high value on the diversity of wildlife and the beauty of the local landscape. We will continue to work with partners to limit the impact of construction and operation of Sizewell C.

We have also made progress with groundwater monitoring, offshore surveys and engineering studies into rail routes, a jetty for sea deliveries and coastal defences.

This is detailed technical work which will go into the preferred proposals for further public consultation later next year.

In the near future, we will start ground investigative works on the north and west side of Leiston. This will involve small rigs drilling boreholes, which will provide us with the geological information we need for engineering studies. Nearby residents will be kept up to date with activities in advance, but in the meantime if you have any questions please call 01728 833891. We want to be a good neighbour and keep you informed.

We want you to get involved. If you did not respond to the Stage 1 consultation, it's not too late to find out about the proposals and take part in further formal consultation. Our contact details are on the back page, so get in touch if you have any questions.



HIGH RES IMAGE REQUIRED

The Fugro rig which is being used for Sizewell C offshore surveys

## Agreement reached on Hinkley Point C

Last month, EDF Group (our parent company) and the Government reached an 'in principle' agreement on the investment framework for building and operating a new nuclear power station in Somerset, Hinkley Point C.

EDF Group has also announced new investment partners and key suppliers for the project, which would be the first nuclear power station to be built in Britain since Sizewell B.

Following the agreement, EDF Energy is completing the necessary further steps prior to making a final investment decision to build Hinkley Point C. The announcement also provides a positive impetus for Sizewell C with EDF Energy restating its commitment to a programme of new build, including Sizewell C.

For more information please visit our website: [www.sizewell.edfenergyconsultation.info](http://www.sizewell.edfenergyconsultation.info)

# EXPLORING ELECTRICITY

## How does a nuclear power station work?

Come and visit our new visitors centre at Sizewell B to find out and take a tour around the site.

- All tours must be booked at least two weeks in advance
- Tours are available at the weekend, subject to availability and demand
- You will be required to bring photographic identification
- All visitors will have to go through a security clearance process
- Foreign nationals may be subject to additional security requirements and require prior approval from the Office of Nuclear Registration

For further information or to book a tour please contact us:

Phone 01728 653974 Email [sizewellbtours@edf-energy.com](mailto:sizewellbtours@edf-energy.com)



HIGH RES IMAGE REQUIRED



## Speakers and Presentations

Are you involved in community activities like a local parish council, Women's Institute, Rotary Club, church or Scouts and Guides? We can provide speakers and presentations about the Sizewell C project. Call us on 01728 833 891.

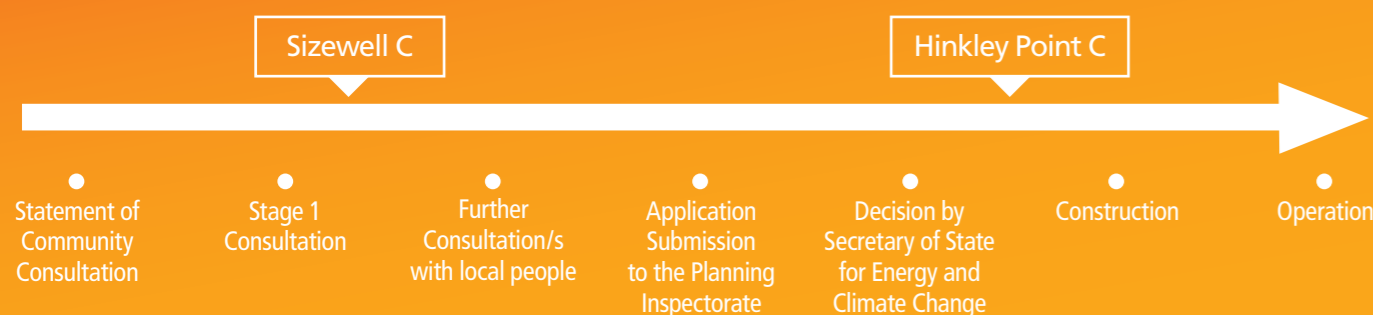
## Get in Touch

If you have any questions or want to know the latest news on Sizewell C you can reach us by:

✉ [sizewell@edfconsultation.info](mailto:sizewell@edfconsultation.info) 🖥️ [sizewell.edfenergyconsultation.info](http://sizewell.edfenergyconsultation.info) 🐦 @edfesizewellc

📞 Freephone 0800 197 6102 🏠 48-50 High Street, Leiston, IP16 4EW

## Where Are We?



# Sizewell C: What's happening?



**Inside:** The latest news on EDF Energy's plans for Sizewell C

**Building Sizewell C:** Lead sites for park and ride and accommodation campus identified for further assessment and consultation

**Questions about Sizewell C:** Find out where to go and who to talk to

# Sizewell C Associated Development Site Options

Between November 2012 and February 2013 EDF Energy consulted on initial proposals for Sizewell C, a new nuclear power station on the Suffolk coast on land to the north of Sizewell B. This was our Stage 1 consultation.

Sizewell C would take from seven to nine years to build. Construction would involve thousands of workers and millions of tonnes of freight.

In common with local people, EDF Energy wants to reduce the amount of traffic on local rural roads that the project would generate. During the construction period, temporary development associated with the building of Sizewell C would help to achieve this aim.

With this in mind, we propose two temporary park and ride facilities on the A12, which would take workers out of their private cars and on to coaches for their ongoing journey to site.

We also want to build a temporary accommodation campus near site for non home-based workers.

We have paid careful attention to the feedback received in our Stage 1 consultation and subsequently conducted technical assessments to decide which sites to move forward into further, more detailed study.

These are still early days but the information presented here shows how the project is progressing, with options set out as Lead, Reserve or Discontinued sites.

For more information please visit:  
[www.sizewell.edfenergyconsultation.info](http://www.sizewell.edfenergyconsultation.info)

# Transport Strategy

Our intention is to make extensive use of sea and rail deliveries to support the construction of Sizewell C. With this in mind we are continuing with a wide range of detailed technical studies relating to the design of our jetty, our rail proposals and our management of construction materials.

With a more detailed estimate of the volumes of materials that will need to be moved to and from the site during the construction phase, these studies will allow us to establish the proportion of freight that can be moved by sea and rail. This in turn will help us refine our road traffic forecasts and inform our

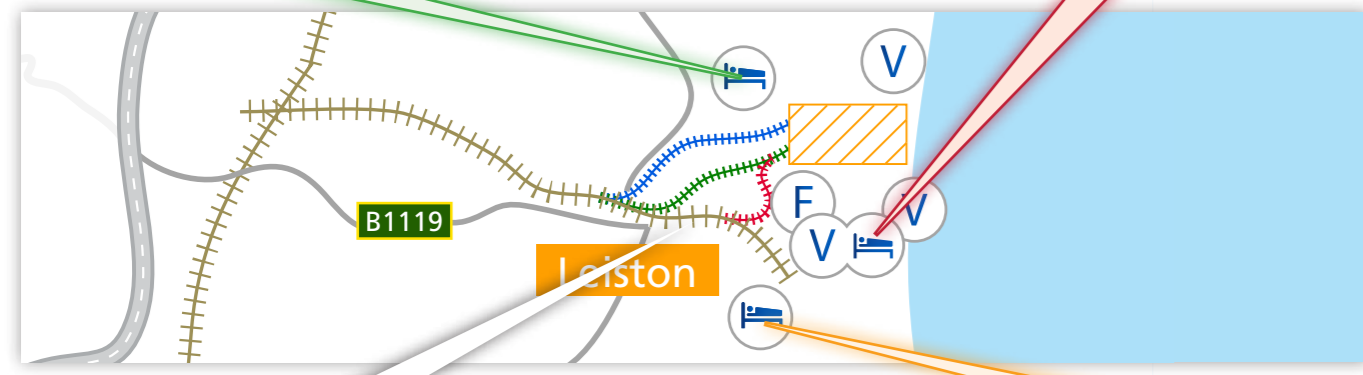
assessment of the traffic impacts of Sizewell C and any proposals for road improvements.

As well as presenting park and ride options at Stage 1, we also identified a number of potential lorry park options. At the present time, we anticipate that HGV movements to site could potentially be managed through the use of electronic and camera based systems to manage, monitor and control movements to approved routes. This could possibly reduce the requirement for additional associated development sites.

# Campus and Rail Extension Routes

**Development Site Campus Lead Site**

Of those sites presented at Stage 1 consultation, this is preferred and is being taken forward as our 'lead site' for further assessment. Construction considerations and other technical studies have led to this decision. Overall feedback was also supportive but nearby communities raised concerns about this option so we will consult on it further.



**Rail Proposals**

At Stage 1 consultation we proposed either a rail extension into the construction site or a new rail head in Leiston. The rail extension option itself had three alternatives proposed – red, green or blue routes. We indicated that the green and red routes were preferred but we now wish to focus on the blue and green options for further assessment. We continue to plan to use rail to bring materials to the site and are conducting further design work on these options, including examining the environmental impacts and how various local roads and landscape features could be crossed. We will be conducting ground investigation works on the options in the coming months. This work will inform our view of the preferred rail option.

**Sizewell Gap Campus Discontinued Site**

This site is unlikely to be taken forward and further assessment has been halted.

**Leiston East Campus Reserve Site**

We have identified this as a 'reserve site' should we be unable to progress the development site campus. Further technical assessment and consultation would be undertaken as necessary. This site would only be progressed if the development site campus had to be discontinued.

**Wickham Market Park and Ride Lead Site**

At Stage 1 we highlighted this site, north of Wickham Market and in the parish of Hacheston, as our preferred site for the southern park and ride facility. This remains the case following technical analysis but we require the outcome of archaeological assessments to confirm the site can be taken forward. Stage 1 feedback also indicated this was the preferred park and ride site.

**Woodbridge Park and Ride Reserve Site (primary)**

Subject to the outcome of the archaeological assessment at Wickham Market, the Woodbridge site, which is within the parish boundary of Melton, is our primary 'reserve site'. Technical assessment and further consultation would only take place here if the Wickham Market site had to be discontinued.

**Yoxford Road Park and Ride Discontinued Site**

This site, in the parish of Middleton-cum-Fordley, has been discontinued and further assessment has been halted.

**Potash Corner Park and Ride: Reserve Site (secondary)**

Potash Corner, in the parish of Bredfield, is a secondary 'reserve site' and could potentially be a 'discontinued site' once we have the Wickham Market archaeology results.

**Farnham Bend**

At Stage 1 we consulted on a number of options for improving the current position at the Farnham Bend on the A12. Our position on these options will be informed by our ongoing assessment of the traffic impact of Sizewell C.

**Lead Site**  
Likely to be taken forward for further technical assessment and consultation

**Reserve Site**  
To be considered further if the lead site cannot be taken forward

**Discontinued Site**  
Not being pursued

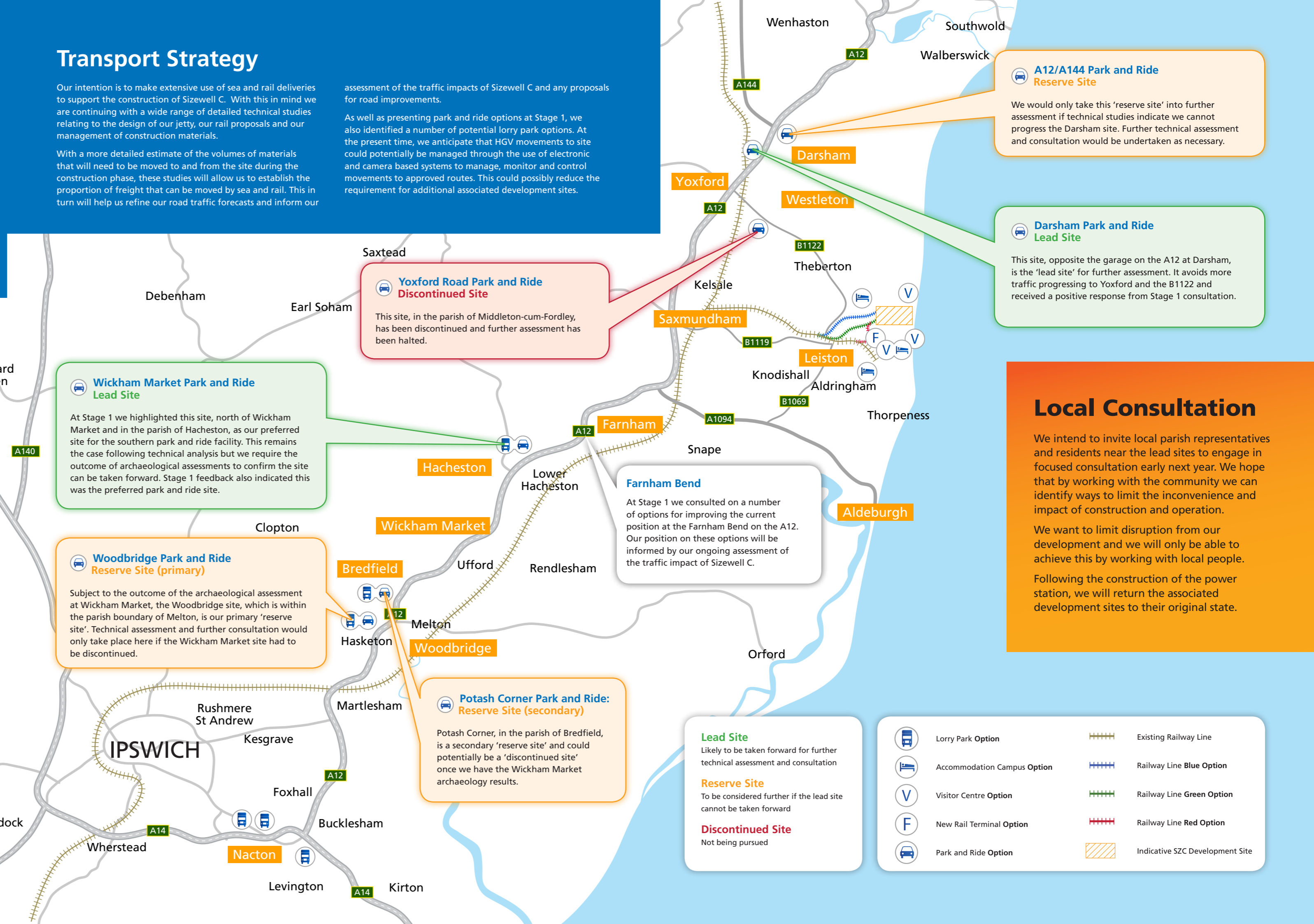
	Lorry Park Option		Existing Railway Line
	Accommodation Campus Option		Railway Line Blue Option
	Visitor Centre Option		Railway Line Green Option
	New Rail Terminal Option		Railway Line Red Option
	Park and Ride Option		Indicative SZC Development Site

# Local Consultation

We intend to invite local parish representatives and residents near the lead sites to engage in focused consultation early next year. We hope that by working with the community we can identify ways to limit the inconvenience and impact of construction and operation.

We want to limit disruption from our development and we will only be able to achieve this by working with local people.

Following the construction of the power station, we will return the associated development sites to their original state.



**A12/A144 Park and Ride Reserve Site**

We would only take this 'reserve site' into further assessment if technical studies indicate we cannot progress the Darsham site. Further technical assessment and consultation would be undertaken as necessary.

**Darsham Park and Ride Lead Site**

This site, opposite the garage on the A12 at Darsham, is the 'lead site' for further assessment. It avoids more traffic progressing to Yoxford and the B1122 and received a positive response from Stage 1 consultation.



Appendix C.2      Sizewell C Community Forum Presentation (November 2013)

# Welcome



# Sizewell C Community Forum

Stephen Walls, Head of Sizewell C Project

21 November 2013





# Agenda

- Nuclear New Build Update
- Sizewell C – Post Stage 1 Activity
- Sizewell C – Transport and Accommodation Update
- What Next?

# NNB Update – HPC Agreement and Next Steps

## Conditional Commercial Close

October 2013

- Agreement on Commercial terms for HPC
- Confirmation of ongoing support of UK
- Letters of intent with partners
- Agreements in principle with top 4 suppliers

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## Conditional Financial Close

- Binding agreements on investment terms with CGN, CNNC and Areva, and possible other partners
- Binding agreement with Infrastructure UK on terms for a guarantee of the project's debt financing
- CfD and Funded Decommissioning Programme full contracts

# NNB Update – HPC Agreement and Next Steps

## Conditional Commercial Close

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- CfD and Funded Decommissioning Programme full contracts

## Unconditional Final Investment Decision

- Receipt of full State Aid clearance from the European Commission
- Agreement of full debt and equity contracts

# HPC Agreement – What it means for Sizewell

## A kick start for the UK's new nuclear programme

Lower costs for successive power stations – a 'series benefit'

Project	Strike Price
HPC	£92.50/MWh
HPC*	£89.50/MWh
SZC	TBC

\*HPC Strike price if Sizewell C is also built

"This ... marks the next generation of nuclear power in Britain, which has an important part to play in contributing to our future energy needs and our longer term security of supply."

*David Cameron, Prime Minister*

# Overview of EDF partners on HPC project



**Partner of EDF for the past 30 years through co-investment with on the Taishan EPR and the Daya Bay nuclear power station**

Major nuclear corporation, 100% owned by the Government of the People's Republic of China



**Partner of EDF for the past 30 years**

Leading Chinese nuclear operator and developer, 100% owned by the Government of the People's Republic of China

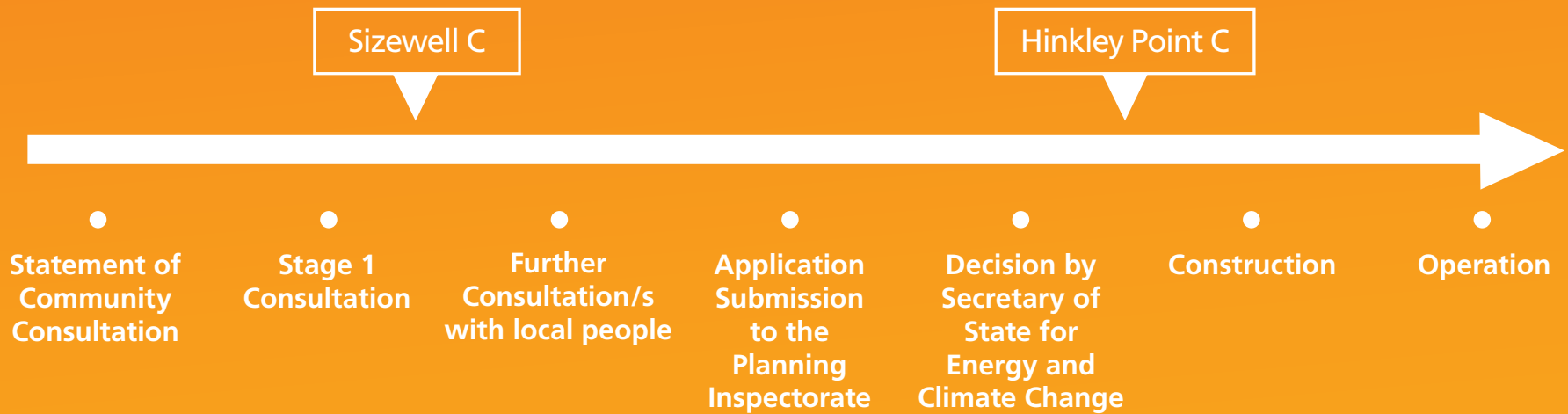


**Significant EPR design and construction experience with EDF through involvement in FLA3 and Taishan**

Key supplier of EDF. 83% owned by French government

**57% of the project's construction value could be spent in the UK, building skills and expertise which will help the country win a greater share of nuclear programmes nationally and globally**

# NNB – What Next?





# Sizewell C Post-Stage 1 Activity



# SZB Outage Survey

- Approx. 1,100 additional people working at Sizewell B.
- Some of the outage workforce are not from the area (Non-Home-Based).
- Helps understand impacts of a NHB workforce to the area including businesses.
- Helps understand where NHB workers choose to stay and how they travel to site.



# Groundwater Monitoring

- Borehole drilling in ten locations within and around the SSSI.
- Monitoring will provide us with important information about groundwater conditions.



# Ecology Surveys

- Surveys are being carried out around the Sizewell estate and AONB.
- Bat survey on Sizewell C site.
- Bird surveys along the coast.
- Studies will inform the ecological assessment.



# Coastal Processes Radar

- Gathering wave information between Minsmere Sluice and Thorpeness, up to 3km from shore.
- Data will be used to understand how the local seabed and shore responds to waves under different weather conditions.
- This will support design work on the sea defences and jetty.



# Design and Engineering

- Preliminary design of access bridges across SSSI.
- Developing sea defence designs.
- Concept design of Jetty (MOLF).
- Investigating ground conditions for possible rail routes.

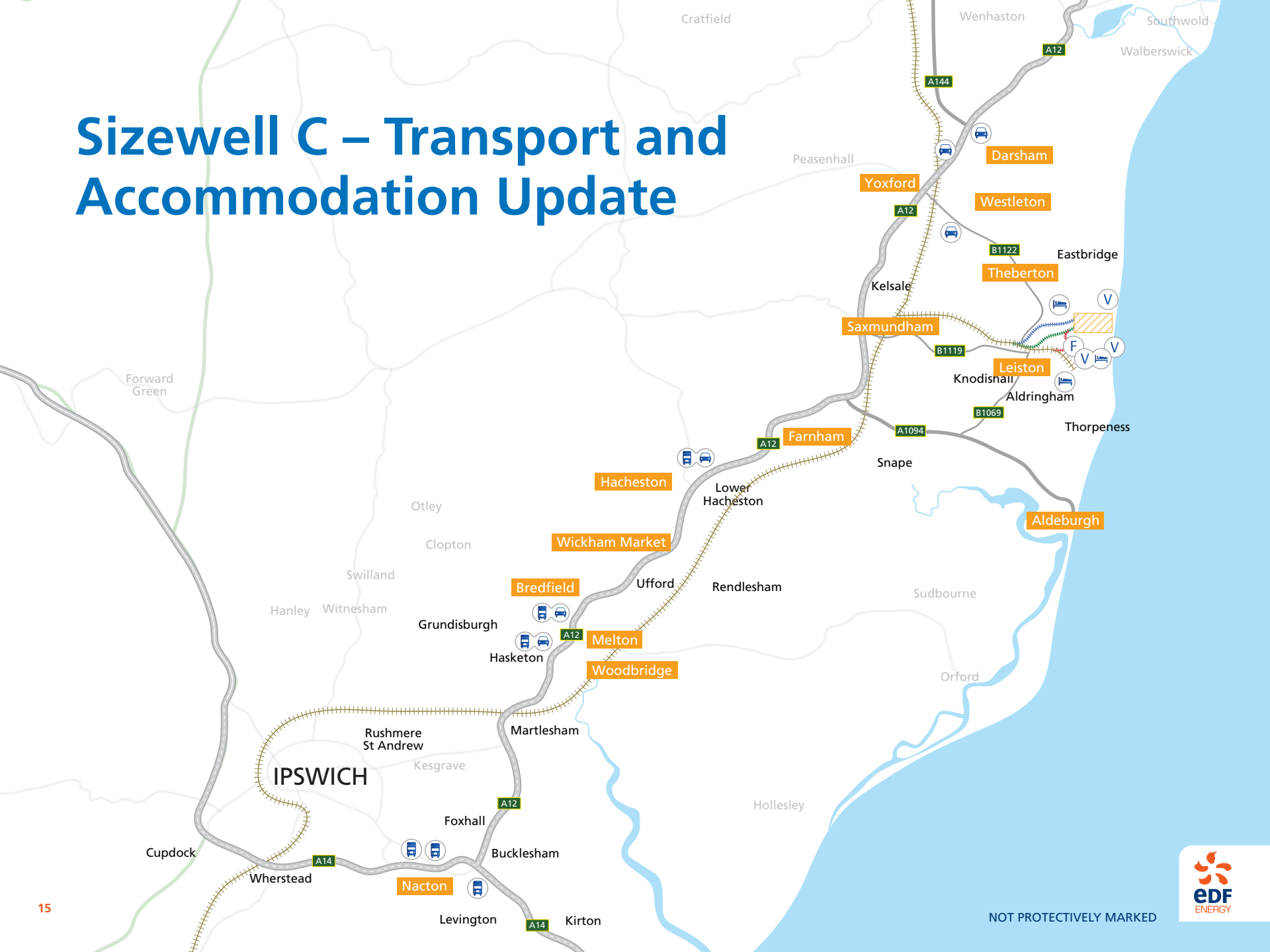


# Offshore Surveys

- Test drilling to confirm geological conditions for the cooling water tunnels and intake structures.

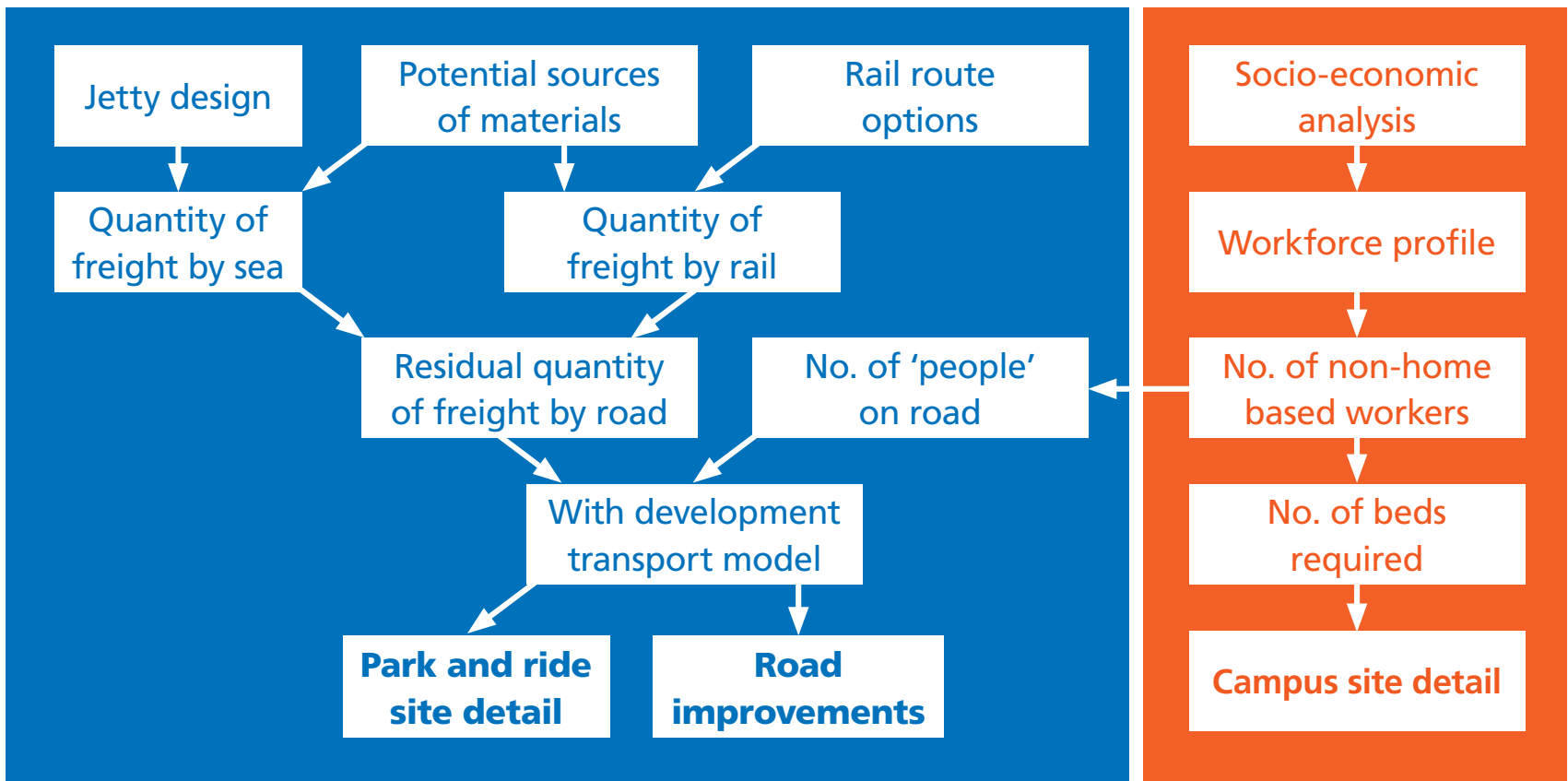


# Sizewell C – Transport and Accommodation Update



# Developing the Transport and Accommodation Strategy

Our aim is to reduce the potential traffic pressure caused by workers and freight travelling to and from the Sizewell C development site.

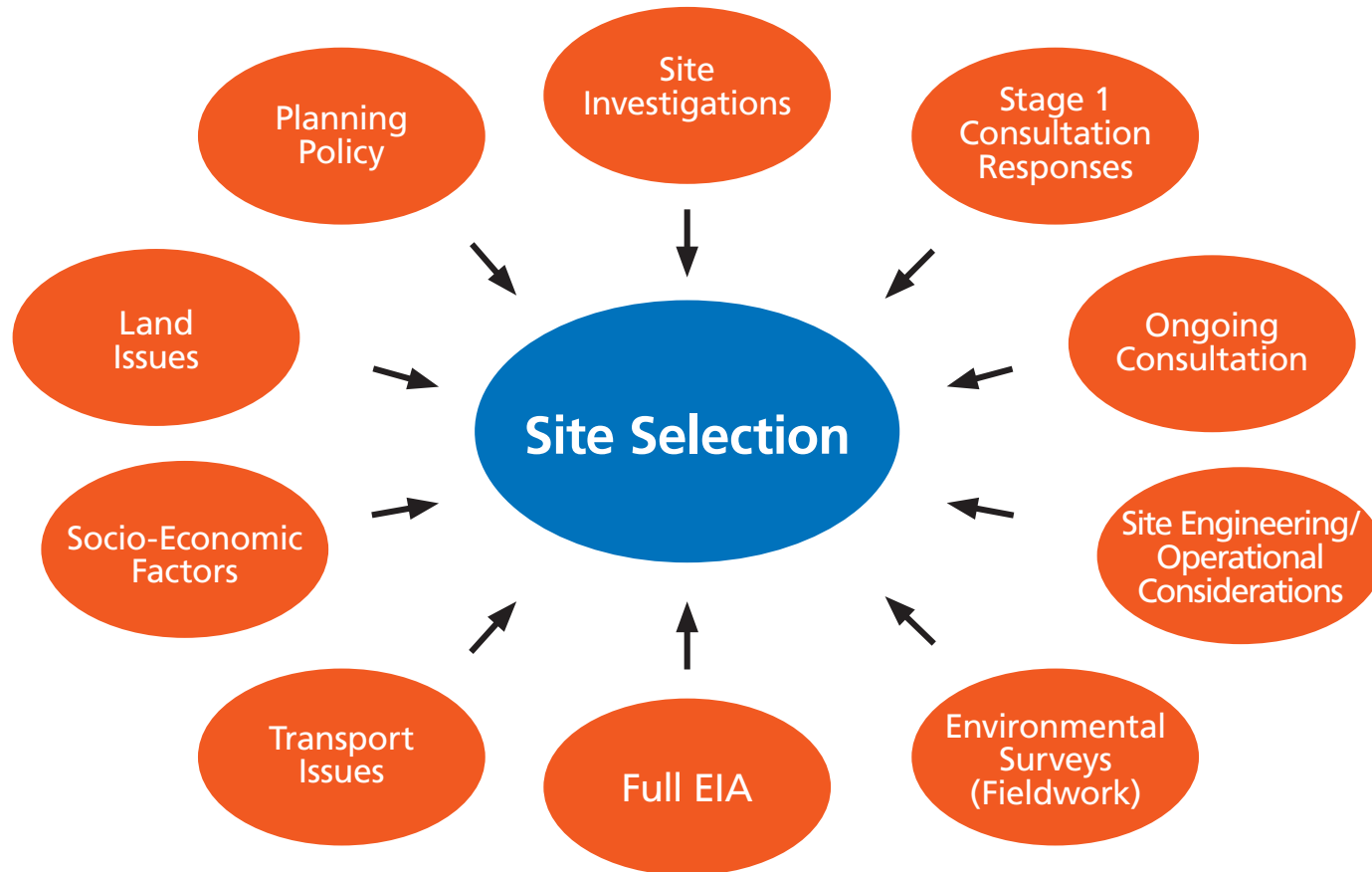




# Accommodation Strategy

- Single campus: significant efficiency benefit of a single campus.
- Campus management: Concentrated workforce allows creation of a more attractive campus environment which should encourage occupancy levels.
- Workforce management: Operational efficiency.
- Community Safety and Community Cohesion.
- Minimising traffic impact.

# Associated Development Site Assessment Process



**This is a detailed and iterative process and there is still work to be done**

# Indicative Associated Development Site Selection

- **Lead Site:** The likely, but not definite, location we will present for the associated development at a further consultation stage.
- **Reserve Site:** To be considered further if the lead site cannot be taken forward.
- **Discontinued Site:** Not being pursued at this time.

# Associated Development: Park and Ride - North

**Option 1:**  
Yoxford Road

**2**  
Darsham  
Park & Ride

**Option 2:**  
Darsham

**1**  
Yoxford  
Park & Ride

**Option 3:**  
A12/A144

**3**  
A12/A144  
Park & Ride



# Park and Ride North Option for Further Consultation

- **Lead Site:** Darsham (Option 2).
  - Environmental surveys, ground investigations and masterplanning due to commence Q1 2014.
  - Community engagement.
- **Reserve Site:** A12/A144 (Option 3).
- **Discontinued Site:** Yoxford Road (Option 1).

# Associated Development: Park and Ride - South

**Option 1:**  
Wickham Market

**Option 2:**  
Woodbridge

**Option 3:**  
Potash Corner



# Park and Ride South Option for Further Consultation

- **Lead Site:** Wickham Market (Option 1).
  - Subject to results of the archaeological surveys, ground investigations, environmental surveys, master-planning will commence in Q1 2014.
  - Community engagement.
- **Primary Reserve Site:** Woodbridge (Option 2).
- **Secondary Reserve Site:** Potash Corner (Option 3).
  - Potential to discontinue.



# Associated Development: Campus Accommodation

**Option 1:**  
Development Site

**Option 2:**  
Sizewell Gap

**Option 3:**  
Leiston East





# Campus Option for Further Consultation

- **Lead Site:** Development Site (Option 1)
  - Ground investigations to commence shortly on part of the site
  - Community engagement
  - Landscaping and master planning
- **Reserve Site:** Leiston East (Option 3)
- **Discontinued Site:** Sizewell Gap (Option 2)

# Associated Development: Rail Options

**Option 1:**  
New Terminal



**Option 2:**  
Rail Extension into the Site Blue and Green subject to further assessment





# Sizewell C What Next?

# 2014 Headline Activity

Community Engagement	Technical Studies
Consultation with communities living near associated development sites.	Ongoing environmental study and assessment, including completion of Wickham Market archaeology
Workshops and consultation with local authorities and DEFRA agencies.	Ongoing engineering design work.
Formal consultation on the detailed preferred proposals for the Sizewell C project to follow later in the year.	Further development of with-development traffic modelling.

# Thank you



Appendix C.3      Theberton and Eastbridge – Development Site Campus  
Questionnaire  
(March 2014)

## Draft Questionnaire

### Theberton and Eastbridge

In November 2012, there was a public consultation on initial proposals for a new power station on land to the north of Sizewell B. A feature of these early plans for Sizewell C is an accommodation campus for 2,000 – 3,000 workers. A site in the parish of Theberton and Eastbridge was identified as the preference for where this facility could be built. The map below shows the site that has been proposed:



The majority of respondents to the consultation suggested that this site was appropriate for such a development but most people from the Parish of Theberton and Eastbridge who responded to the consultation regarded the option as inappropriate.

Further work was undertaken following the consultation and the developer, EDF Energy, updated the local community in a newsletter in November 2013, noting that the site continues to be the likely but not definite location for where the campus could be located. In that newsletter we indicated that we would seek to consult people living within the parishes where the lead sites for associated development have been identified. We also noted that various technical studies would have to be undertaken to confirm if the lead sites would be taken forward for further consideration.

As a local resident it is understandable to have reservations over the proposal. Your right to object to the potential development on this site is understood and respected. However, we are keen to understand what you think could be done to limit the impact **IF** the proposed campus were built in

this location. In this context, please take the time to respond to this survey as your views are important in shaping the plans for the site – **IF** it is taken forward for potential development.

Engagement in this survey will be treated anonymously and would not be regarded as an indication of support for any potential development on this land.

- 1. Before receiving this questionnaire what communication had you received from EDF Energy regarding the proposed accommodation campus. Please tick all that apply:**
  - a) Newsletter,
  - b) Public Exhibition
  - c) Private Conversation
  - d) Media Coverage
  - e) Other
  - f) No Communication
  
- 2. Have you received sufficient information about the plans:**
  - a) Yes
  - b) No
  
- 3. If Development went ahead on this site, how would you like the site screened from view?**
  - a) Trees
  - b) Hedges
  - c) Fences
  - d) Wall
  - e) Earth Mounds
  - f) No Screening
  - g) Other – please suggest:
  
- 4. The campus could house parking, leisure and recreational facilities, would you like to see local residents be able to use any of the facilities on the site?**
  - a) Yes
  - b) No
  
- 5. Would you support restricting direct access/egress from the campus to the village of Eastbridge ?**
  - a) Yes
  - b) No
  
- 6. To what extent do you think development on this site (as presented below) would impact on your use of the Eastbridge Road?**
  - a) Major delays
  - b) Minor delays
  - c) No Impact





7.

**7. If development were to take place here, which of the following road improvement measures to the Eastbridge Road and surrounding area would you support?**

- a) Better lighting
- b) Re-surfacing
- c) Speed restrictions
- d) New pavements
- e) Other – please suggest:

**8. What would you like to see happen to the Accommodation Campus after Sizewell C has been constructed?**

- a) Retention of part of the existing site for the use of the community
- b) Restoration of the entire site to green field land

**9. Please write here any other comments or measures you would like taken to limit the impact of the accommodation campus if it were located here.**

Insert Box

**10. How would you like to be kept up to date with EDF's plans for an accommodation campus?  
Please tick all that apply.**

Tick all that apply

- a) Newsletter
- b) Public Meeting
- c) Face to Face
- d) Website/email
- e) Other

Thank you for your response. EDF Energy intends to start its next stage of formal consultation later this year. In the meantime if you have any questions or suggestions please contact us in the following ways:

- Visit the Sizewell C Information Office, 48-50 High Street, Leiston, IP16 4EW
- Freephone 0800 197 6102
- Email [sizewell@edfconsultation.info](mailto:sizewell@edfconsultation.info)
- Twitter @edfesizewellc

You can keep up to date on the project through our newsletter (please let us know if you have not received one) and by visiting <https://sizewell.edfenergyconsultation.info>

***Please return this questionnaire in the enclosed freepost envelope by 26 March 2014.***



Appendix C.4      Darsham – Park and Ride North Questionnaire (March 2014)

12 March 2014

Dear Resident

### Sizewell C: Park and Ride North – Proposed Development

In November 2012, EDF Energy launched a public consultation on initial proposals for a new power station on land to the north of Sizewell B. A feature of these early plans for Sizewell C is to build two park and ride facilities near the A12, one for construction workers who will drive from the north and the other for those approaching from the south.

The park and rides facilities would have spaces for up to 1000 cars plus space for minibuses, motorcycles and buses. They could also feature temporary induction centres for workers and postal facilities.

The Park and Ride site at Darsham to the west of the A12 was one of the options EDF Energy presented for the Park and Ride North facility in its consultation. The plan below shows the site that was proposed:



Further work has been undertaken following the consultation and EDF Energy updated the local community in a newsletter in November 2013, noting that the Darsham site could be the likely but not definite location for such a facility (the lead site). In that newsletter we indicated that we would seek to consult people living within the parishes where the lead sites for associated development have been

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Registered No. 06937084.  
Registered office: 40 Grosvenor Place,  
Victoria, London SW1X 7EN

identified. We also noted that various technical studies would have to be undertaken to confirm if the lead sites would be taken forward for further consideration.

As a local resident, EDF Energy recognises that you will have some views on the proposal. We are keen to understand what you think could be done to limit the impact **if** the proposed park and ride facility were built in this location. In this context, please take the time to respond to this survey, as your views are important in shaping the plans for the site – **if** it is taken forward for potential development. We would be grateful if you could return this survey in the enclosed Freepost envelope by 27 March 2013.

Engagement in this survey will be treated anonymously and would not be regarded as an indication of support for any potential development on this land.

You have been sent this survey as a local resident living close to the proposed development. Addresses have been obtained from Royal Mail. Should your household require more than one questionnaire, please contact us on 01728 833891. If you know of any immediate neighbours who have not received this survey, please encourage them to contact us.

Yours faithfully

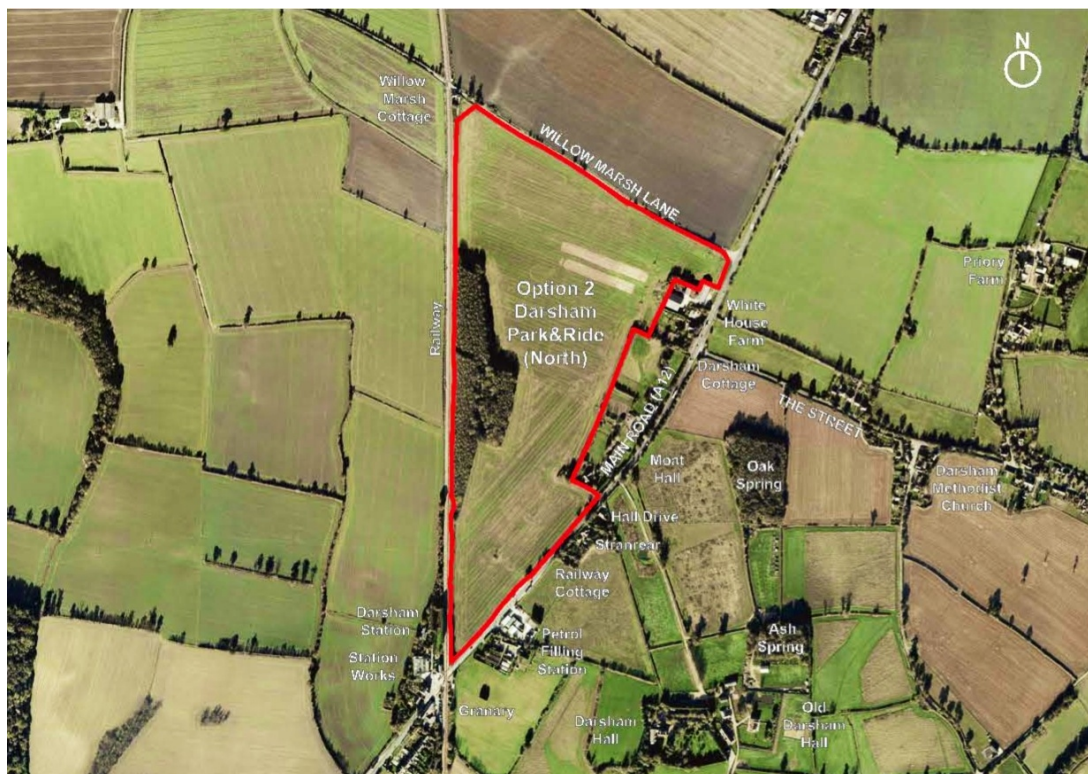
Tom McGarry  
Head of Communications – Sizewell C

## Questionnaire - Park and Ride North

In November 2012, there was a public consultation on initial proposals for a new power station on land to the north of Sizewell B. A feature of these early plans for Sizewell C is to build two park and ride facilities near the A12, one for drivers approaching Sizewell from the north and the other for those approaching from the south.

The park and rides would have spaces for up to 1000 cars plus space for minibuses, motorcycles and buses. The park and ride could also hold a temporary workers induction centre and postal facilities.

The Park and Ride site at Darsham to the west of the A12 was one of the options EDF Energy presented for the Park and Ride North facility. The map below shows the site that was proposed:



Further work has been undertaken following the consultation and EDF Energy, updated the local community in a newsletter in November 2013, noting that the site continues to be the likely but not definite location for such a facility. In that newsletter we indicated that we would seek to consult people living within the parishes where the lead sites for associated development have been identified. We also noted that various technical studies would have to be undertaken to confirm if the lead sites would be taken forward for further consideration.

As you are a local resident, EDF Energy recognises that you may have some reservations over the proposal. Your right to object to the potential development on this site is understood and respected. However, we are keen to understand what you think could be done to limit the impact **if** the proposed Park and Ride facility were built in this location. In this context, please take the time to respond to this survey as your views are important in shaping the plans for the site – **if** it is taken forward for potential development.

Engagement in this survey will be treated anonymously and would not be regarded as an indication of support for any potential development on this land.

**1. Before receiving this questionnaire what communication had you received from EDF Energy regarding the proposed Park and Ride? Please tick all that apply:**

- a) Newsletter
- b) Public Exhibition
- c) Face to Face Conversation
- d) Media Coverage
- e) Other
- f) Not heard about it

**2. Do you feel you have received sufficient information about the plans?**

- a) Yes
- b) No

The diagram below shows the layout of the Park and Ride we presented in November 2013:



**3. How would you like to see the exit and entry points configured?**

- a) Entry and exit point as shown in the map
- b) Other – please suggest

**4. Do you think any road improvement measures would be needed if the park and ride were developed here? Which roads or junctions do you think would benefit from changes?**

Please state your views in the box below

**5. Would you support the restriction of access to the village of Darsham for commercial vehicles related to the Sizewell C Development?**

- a) Yes

- b) No

**6. How would you like to see the site screened from view? Please tick all that apply:**

- a) Trees
- b) Hedges
- c) Fences
- d) Wall
- e) Earth mounds
- f) No screening
- g) Other – please suggest:

**7. What would you like to see happen to the Park and Ride after Sizewell C has been constructed?**

- a) Conversion to recreational use for local residents
- b) Restoration of the entire site to green belt land
- c) Retention of part of the site for use as car parking at Darsham train station

**8. Please write here any other comments or measures you would like taken to limit the impact of the park and ride if it were located here.**

.....  
.....

**9. How would you like to be kept up to date with EDF’s plans for an accommodation campus?**

*Tick all that apply*

- a) Newsletter
- b) Public Meeting
- c) Face to face
- d) Website/Email
- e) Other – please suggest:

Thank you for your response. EDF Energy intends to start its next stage of formal consultation later this year. In the meantime if you have any questions or suggestions please contact us in the following ways:

- Visit the Sizewell C Information Office, 48-50 High Street, Leiston, IP16 4EW
- Freephone 0800 197 6102
- Email [sizewell@edfconsultation.info](mailto:sizewell@edfconsultation.info)



- Twitter @edfesizewellc

You can keep up to date on the project through our newsletter (please let us know if you have not received one) and by visiting <https://sizewell.edfenergyconsultation.info>

***Please return this questionnaire in the enclosed freepost envelope by 26 March 2014.***



Appendix C.5      Hacheston – Park and Ride South Questionnaire (March 2014)

12 March 2014

Dear Resident

### Sizewell C Project: Park and Ride South – Proposed Development

In November 2012, EDF Energy launched a public consultation on initial proposals for a new power station on land to the north of Sizewell B. A feature of these early plans for Sizewell C is to build two park and ride facilities near the A12, one for construction workers who will drive from the north and the other for those approaching from the south.

The park and rides facilities would have spaces for up to 1000 cars plus space for minibuses, motorcycles and buses. They could also feature temporary induction centres for workers and postal facilities.

A site in the parish of Hacheston, to the north of Wickham Market, was identified by EDF Energy as the preference for where the Southern Park and Ride facility could be built. The plan below shows the site that was proposed during the first stage of public consultation:



Further work has been undertaken following the Stage 1 consultation and EDF Energy updated the local community in a newsletter in November 2013, noting that the site continues to be the likely but not

[edfenergy.com](http://edfenergy.com)

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Registered No. 06937084.  
Registered office: 40 Grosvenor Place,  
Victoria, London SW1X 7EN

definite location for such a facility (the lead site). In that newsletter we indicated that we would seek to consult people living within the parishes where the lead sites for associated development have been identified. We also noted that various technical studies would have to be undertaken to confirm if the lead sites would be taken forward for further consideration.

As a local resident, EDF Energy recognises that you will have some views on the proposals. We are keen to understand what you think could be done to limit the impact **if** the proposed park and ride facility were built in this location. In this context, please take the time to respond to this survey, as your views are important in shaping the plans for the site – **if** it is taken forward for potential development. We would be grateful if you could return this survey in the enclosed Freepost envelope by 27 March 2013.

Engagement in this survey will be treated anonymously and would not be regarded as an indication of support for any potential development on this land.

You have been sent this survey as a local resident living close to the proposed development. Addresses have been obtained from Royal Mail. Should your household require more than one questionnaire, please contact us on 01728 833891. If you know of any immediate neighbours who have not received this survey, please encourage them to contact us.

Yours faithfully

Tom McGarry  
Communications Manager – Sizewell C

## Draft Questionnaire

### Park and Ride South - Wickham Market and Hacheston

In November 2012, there was a public consultation on initial proposals for a new power station on land to the north of Sizewell B. A feature of these early plans for Sizewell C is to build two park and ride facilities near the A12, one for drivers approaching Sizewell from the north and the other for those approaching from the south.

The park and rides would have spaces for up to 1000 cars plus space for minibuses, motorcycles and buses. The park and ride could also hold a temporary workers induction centre and postal facilities.

A site in the parish of Hacheston, to the north of Wickham Market, was identified by EDF Energy as the preference for where the Southern Park and Ride facility could be built. The map below shows the site that has been proposed:



Further work has been undertaken following the consultation and EDF Energy updated the local community in a newsletter in November 2013, noting that the site continues to be the likely but not definite location for such a facility. In that newsletter we indicated that we would seek to consult people living within the parishes where the lead sites for associated development have been identified. We also noted that various technical studies would have to be undertaken to confirm if the lead sites would be taken forward for further consideration.

As you are a local resident, EDF Energy recognises that you may have some reservations about these proposals. Your right to object to the potential development on this site is understood and respected. However, we are keen to understand what you think could be done to limit the impact **if** the proposed Park and Ride facility were built in this location. In this context, please take the time to respond to this survey as your views are important in shaping the plans for the site – **if** it is taken forward for potential development.

Engagement in this survey will be treated anonymously and would not be regarded as an indication of support for any potential development on this land.

1. **Before receiving this questionnaire what communication had you received from EDF Energy regarding the proposed Sizewell C Park and Ride? Please tick all that apply:**
  - a) Newsletter
  - b) Public Exhibition
  - c) Face to Face Conversation
  - d) Media Coverage
  - e) Other
  - f) Not heard about it
  
2. **Do you feel you have received sufficient information about the plans?**
  - a) Yes
  - b) No

The diagram below shows the layout of the Park and Ride we presented in November 2013:



3. **How would you like to see the site screened from view, if at all?**
  - a) Trees
  - b) Hedges
  - c) Fences
  - d) Wall
  - e) Earth mounds
  - f) No screening
  - g) Other - please suggest:
  
4. **How would you like to see the exit and entry points for vehicles organised?**
  - a) Entry and exit point as shown in the map
  - b) Other – please suggest

**5. Do you think any road improvement measures would be needed if the park and ride were developed here? Which roads or junctions do you think would benefit from changes?**

Please state your views in the box below

**6. What would you like to see happen to the Park and Ride after Sizewell C has been constructed?**

- a) Conversion to recreational use for local residents
- b) Restoration of the entire site to green belt land
- c) Designation of site for other development
- d) Other – please suggest:

**7. Please write here any other comments or measures you would like taken to limit the impact of the park and ride facility if it were located here. INSERT BOX**

**8. How would you like to be kept up to date with EDF Energy's plans for a Park and Ride?  
Please tick all that apply:**

- a) Newsletter
- b) Public Meeting
- c) Face to face
- d) Website/Email
- e) Other – please suggest:

Thank you for your response. EDF Energy intends to start its next stage of formal consultation later this year. In the meantime if you have any questions or suggestions please contact us in the following ways:

- Visit the Sizewell C Information Office, 48-50 High Street, Leiston, IP16 4EW
- Freephone 0800 197 6102
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- Twitter @edfesizewellc

You can keep up to date on the project through our newsletter (please let us know if you have not received one) and by visiting <https://sizewell.edfenergyconsultation.info>

***Please return this questionnaire in the enclosed freepost envelope by 26 March 2014.***





Appendix C.6

Sizewell C Community Forum Presentation (March 2014)

# Welcome



# Sizewell C Community Forum

## 27 March 2014



# 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

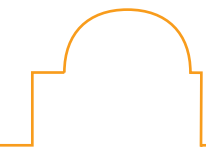


# Sizewell C Project Update

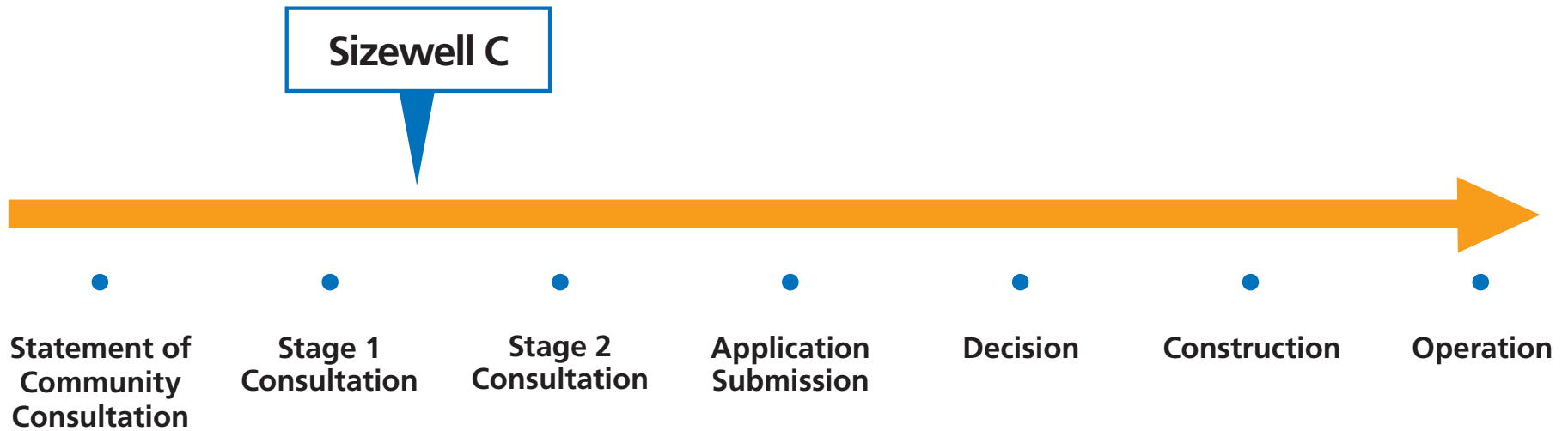


# Project Update since November 2013

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

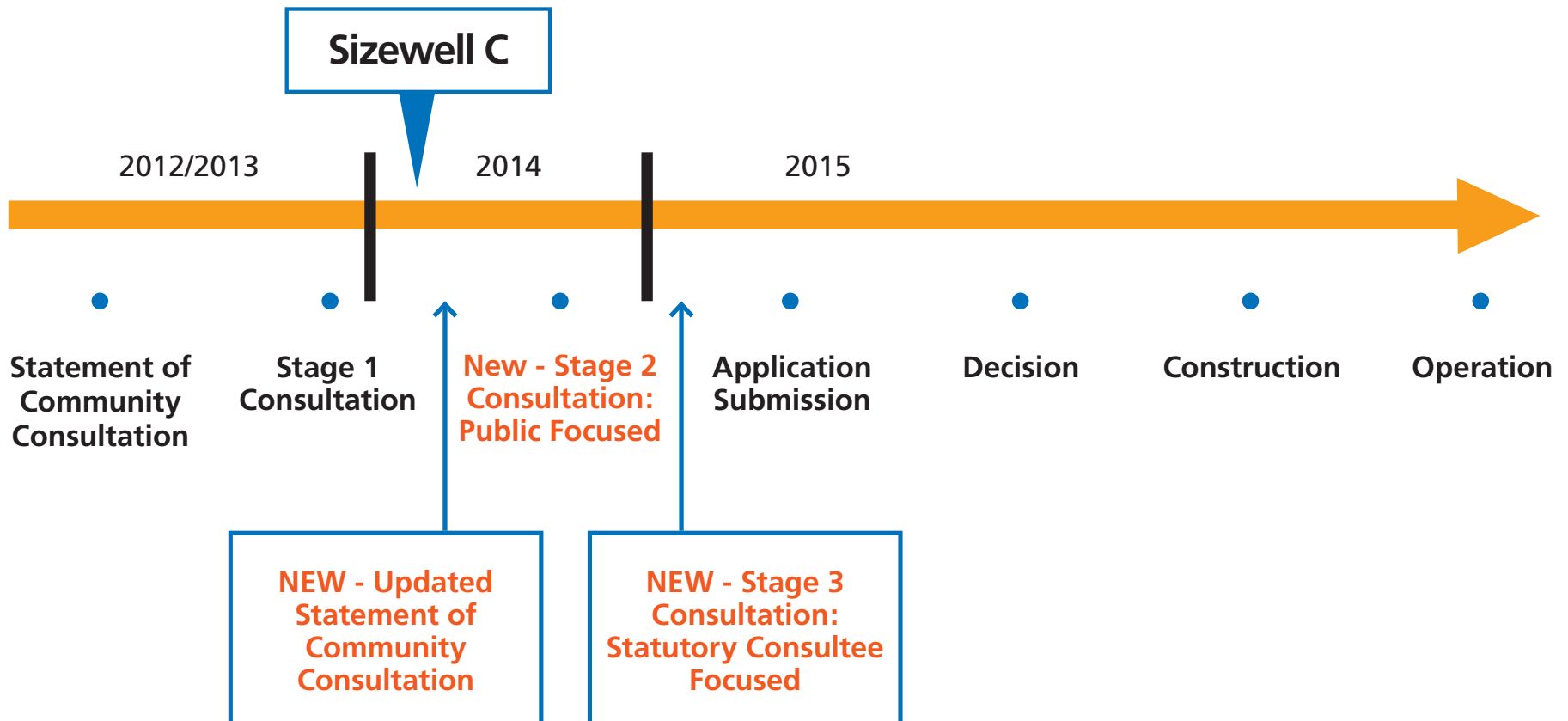


# Original Sizewell C Consultation Strategy





# 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

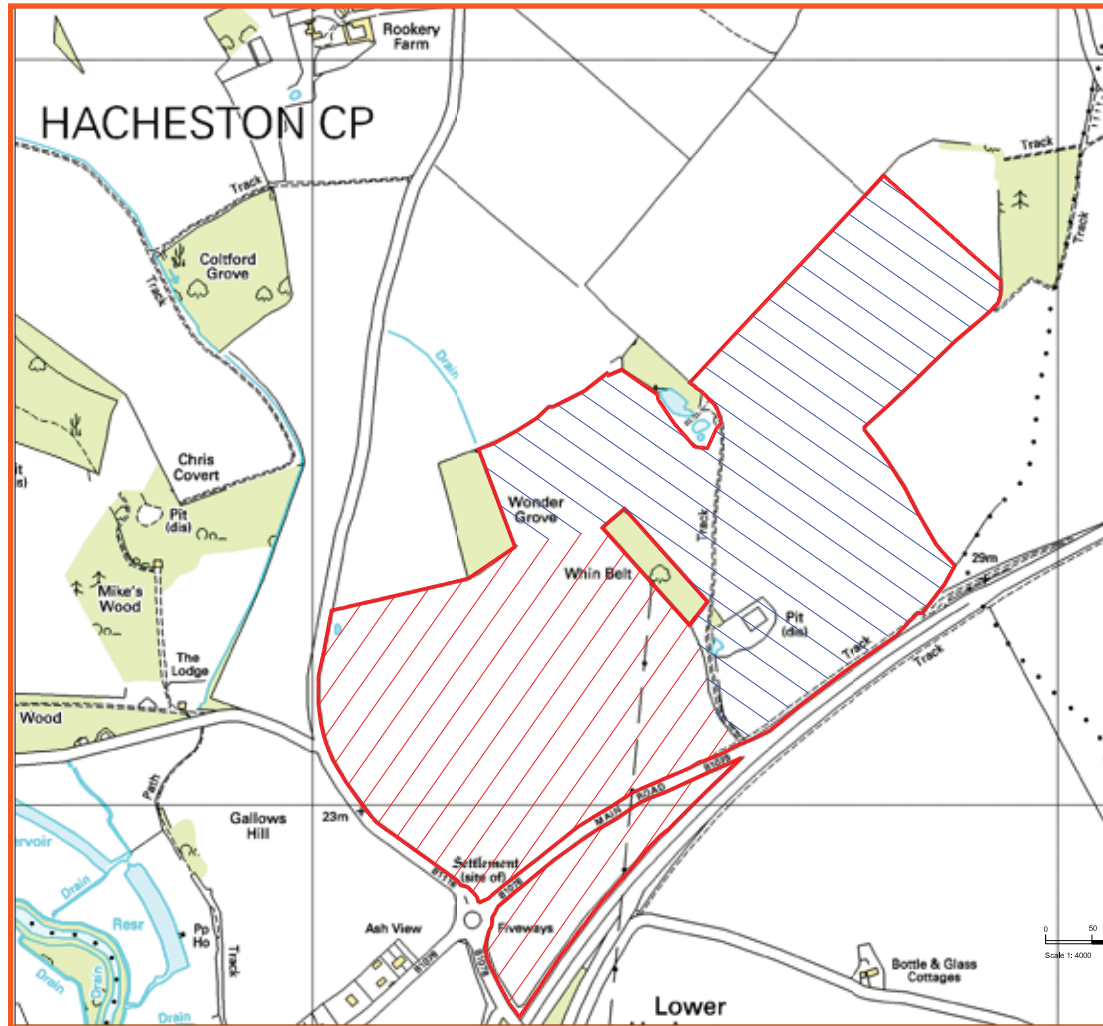


# Environmental Impact Assessment Scoping Request

- 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



Potential visitor centre location

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

# 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

CONTINUED →



# 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

CONTINUED →

# 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
  - Lounge bars
  - Canteen
  - Leisure facilities including sports pitches and gym
  - Shop
  - On-site security
  - Laundry facilities
- A pleasant, contained, campus environment of a quality which encourages people to work on the project



# Code of Conduct – Hinkley Point C



## CODE OF CONDUCT FOR SIGNATURE BY WORKERS

EDF Energy is implementing a Worker Code of Conduct, the purpose of which is to set clear expectations for the behaviour of all workers when within the community. The Worker Code of Conduct, (Code), will achieve the following:

- communicate the behaviour expected of workers and outline the means by which the Code will be communicated;
- outline the role of employers;
- outline the monitoring mechanism for the Code; and
- inform the community of the standard of behaviour they should expect from workers and their employers.

The conduct of workers in the community is of the highest importance and it is for this reason that workers are expected to:

1. have due respect to their safety and the safety of others;
2. be ambassadors for the project through their behaviours and actions when in the community;
3. understand that anti social behaviour, discriminatory behaviour or harassment will not be tolerated;
4. ensure that their private rented accommodation is maintained in a tidy state with the proper disposal of rubbish;
5. ensure that personal noise levels are appropriate to the time of day and location;
6. ensure no damage of any kind is caused to property within the community;
7. ensure no use is made of unlawful drugs and understand that poor behaviour resulting from excessive alcohol will not be tolerated; and
8. respect speed limits and be aware of other road users, agricultural vehicles and livestock.

From time to time the Code will be re-enforced through site communication mechanisms such as tool-box talks, the worker incentive programme and articles in the site newsletter highlighting positive engagement by workers in the community.

The EDF Energy Community Liaison Officer, details below, will promote the Code on a day to day basis providing advice, dealing with complaints and managing actions. He/ she will meet regularly with contractors who, as employers, will be responsible for disciplining workers when necessary. Action for serious breaches in behaviour can include the removal of the worker's pass.

### Confirmation of compliance with the code of conduct

The following section is to be completed by the worker before either the commencement of work on site or the occupation of accommodation as confirmation of commitment to the code of conduct as described above.

I agree to comply with the EDF Energy Code of Conduct and ensure that my behaviour both within work and whilst resident in the Hinkley Point C locality represents the EDF Energy values as outlined in this document. I understand that should I fail to comply with the Code I may be subject to disciplinary action or removed from the Hinkley Point C site.

Worker signature..... print name .....

Unique identifier.....

**For a full copy of the code of conduct or to ask any questions please speak with:  
Jeremy Damrel on 01278 444800, [Hinkleyenquiries@edf.energy.com](mailto:Hinkleyenquiries@edf.energy.com)  
The Accommodation Office, EDF Energy, 14 King Square, Bridgwater, TA8 3DG**

NOT PROTECTIVLY MARKED

# 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





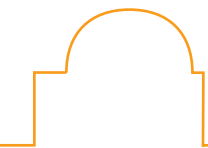
# Stage 2

- 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)



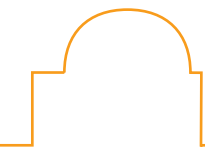
# Work since Stage 1: Sea Deliveries

- 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



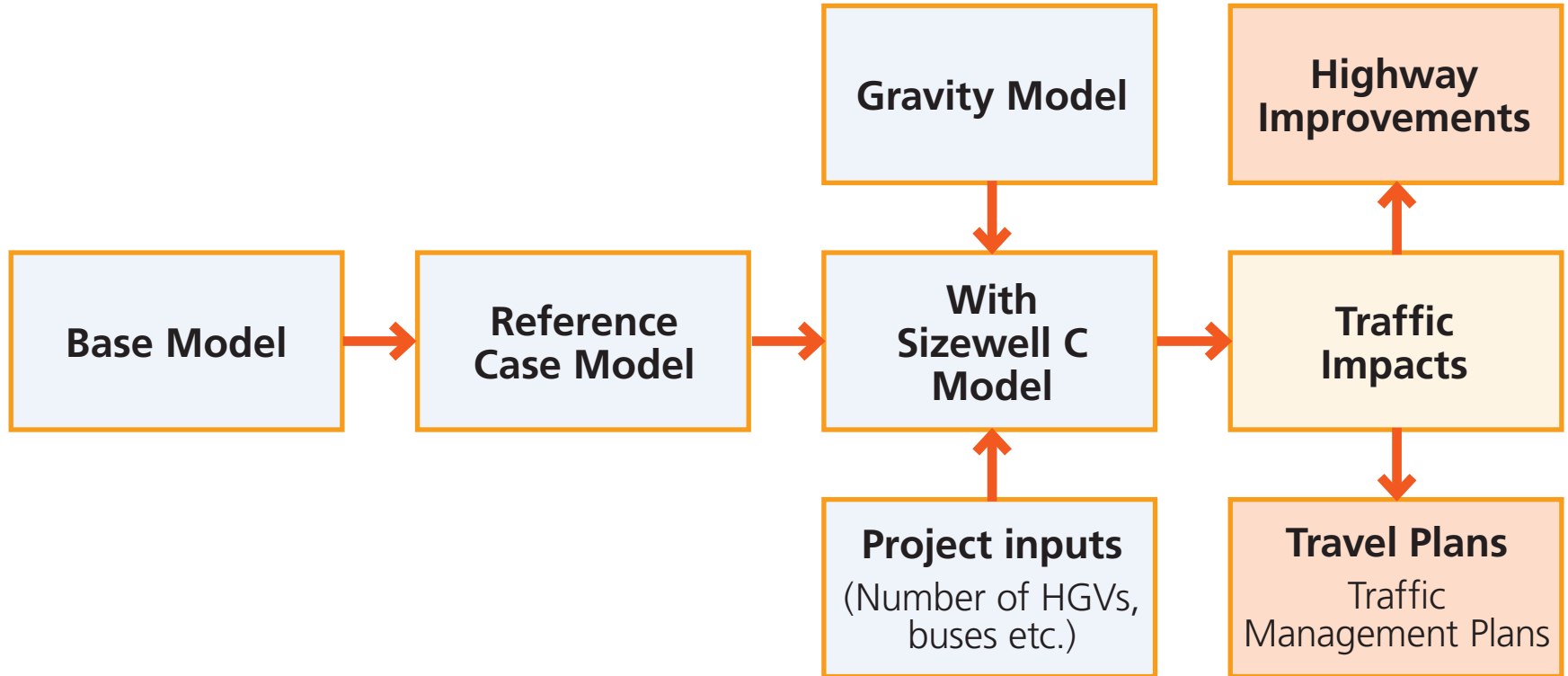
# Traffic Modelling

- '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





Appendix C.7      Sizewell C Focus Group Research (March 2014)



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# Sizewell C Focus Group Research

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Prepared for EDF Energy

March 2014

## Sizewell C Focus Group Research

### Contents

**Objective, Approach and Methodology.....3**

**Summary of Findings.....4**

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**2. Group 2 Hacheston – Park and Ride South.....14**

**3. Group 3 Darsham – Park and Ride North.....19**

**4. Group 4 Theberton and Eastbridge – Accommodation Campus.....25**

## Objective, Approach and Methodology

The Sustainability Research Unit (SRU), an independent opinion research company, conducted focus groups with local residents across Suffolk on the 3<sup>rd</sup> and 4<sup>th</sup> of March 2014. The purpose of this research was to -

- Share with ordinary members of the local villages the prospective plans for major developments in the neighbourhood
- Obtain feedback at an early stage in case there were any obvious reasons why the plans might not be viable
- Understand what options there might be to mitigate the impact of the planned infrastructure
- Consequently to ensure EDFE's next consultation phase took into account comments and suggestions made by local residents.

Prior to the focus groups, we drew up – and agreed with EDF Energy's communications team in Leiston – a written moderator's guide, which was used as the basis for the focus groups.

The focus groups were conversational in nature and the guide was structured to enable respondents to provide unprompted viewpoints and to explore the thinking behind these opinions. Each focus group contained twelve individuals with an even spread of age and gender and all participants were paid an incentive to take part.

The focus groups were conducted confidentially and the reporting of remarks made is not attributable to any named individual. Each focus group lasted approximately one hour and forty five minutes. These focus groups were held in venues close to where the Park and Ride South, Park and Ride North and Accommodation Campus are likely to be built.



## Summary of Findings

### General Points – Knowledge and Communication

1. In general the biggest local issue for people living in Hacheston, Wickham Market Theberton and Eastbridge and Darsham is traffic. The construction project at Sizewell C is a source of concern in this respect.
2. The next biggest local issue to come out of the groups was overdevelopment of housing, with the sprawl causing villages to lose their individual identity.
3. Most residents were aware of EDFE's plans for a Park and Ride and an Accommodation Campus in the areas close to where they lived. They mentioned village hall presentations, leaflets, local newspaper articles and the EDF office in Leiston is ways they had been informed of the development.
4. Many were concerned that EDFE representatives did not always have the answers to their questions and recommended changes to the format of community consultation in person.

### General Points – Traffic, Legacy and Construction

1. No one in Darsham wanted pavements in their village, while there was a consensus in Theberton for building pavements.
2. All groups felt that construction stuff should stick to designated roads and they should face penalties for driving through minor roads in the village.
3. All groups wanted each site to be surrounded by mounds and trees to screen it from their villages.
4. All groups were concerned that the twenty four hour nature of the EDFE construction would result in significant light pollution at all sites.
5. Every group wanted the sites to be returned to agricultural land at conclusion of the power station new build project, however most of the groups believed that this would not happen.

### Park and Ride South

1. Wickham Market residents did not want there to be a shop at the Park and Ride but did want a petrol station.
2. Hacheston and Wickham Market residents wanted changes to the planned access point and a widening of the B1078 at the Wickham Market end.
3. Concerns were also raised about the existing viability of the roundabout and its ability to cope with the traffic and the already heavily congested Border Cot Lane.
4. Some participants expressed an interest in having free bus rides on the route to Sizewell which they would share with the workforce.

## Park and Ride North

1. It was felt that a section of the Park and Ride site should be turned over for use by the general public from the beginning and not at the end of the construction phase.
2. Darsham residents generally welcomed the location of a Park and Ride North as it would reduce the amount of traffic going through their village.
3. Residents had concerns about the access point, arguing that both entry and exit should be at different points on the A12 as this could lead to congestion
4. There were also concerns that 'The Street' could see extra traffic and turn into a return.

## Accommodation Campus

1. Residents in Theberton and Eastbridge had many concerns about the Accommodation Campus. These included size, light pollution, anti-social behavior and inappropriate location.
2. The biggest traffic concern for all present was the B1122 Leiston Road with many believing that it simply would not be able to cope with estimated 600 lorry movements a day predicted by EDF.

## Research Findings

### Group 1: Wickham Market – Park and Ride South

#### Section 1. Living in Wickham Market

Wickham Market was viewed as a great place to live with excellent public service provision. All respondents enjoyed where they lived and outlined, at length, what they liked about it.

‘Great, it’s a very nice place to live’

‘The best thing we ever did was move here’

The local economy was viewed in a relatively muted fashion with many believing that it ‘ticked over’ and that there was little room for economic growth. Prospects for young people in the area were viewed as largely poor with many believing that young people leave the area to find work.

‘We are not big enough to support a major industry’

‘Not many jobs for youngsters when they leave school, very hard to keep the youth in the village.’

The most important issue for those present was traffic and parking. Parking on ‘The Hill’ had recently become chargeable and it was believed that this was deterring shopping in the area.

‘Visitors used to park there and toddle around, have a cup of tea, now it’s that much more restricted.’

There was also concern that the village was at risk of being over-developed to the point where it became joined up with Melton and Woodbridge to form a larger urban area.

‘We are at risk of becoming a corridor of housing’

‘There is going to be too much development without the accompanying infrastructure.’

However Wickham Market respondents also expressed a great deal that was right about their area citing a strong community spirit and good provision of local services. It was claimed that there was a GP, a Vet Surgery, a Dentist, an active church, a well used village hall and a variety of local restaurants. However one facility that was missing was a local pub with all respondents stating that the village suffered by not having its own (the only remaining pub had recently burnt down).

'we have local services that you wouldn't normally expect for a village of this size'

'A pub is the sort of thing we lack'

'There are good local pubs but they are a drive away.'

## Section 2. Knowledge of the Park and Ride

When asked about proposals to build a Park and Ride in Wickham Market most were aware of the plans although two people weren't aware of it.

It was conceded by most in the group that it was a sensible place to put the site and that of the options mentioned it was probably the best. However, at the same time the respondents also admitted concerns but they were of a 'NIMBY' nature.

'Several sites were proposed but that one came down as the favourite – it is the easiest to build on. And has good access to the A12.'

'Yes it is sensible. '

## Section 3: Communication regarding the plans

Respondents seemed to be pretty well informed about the plans and were able to list several attempts at consultation and community engagement made by EDF Energy. They mentioned village hall presentations, leaflets, local newspaper articles and the EDF office in Leiston as ways they had been informed of the development.

'EDF Energy – in the village hall there was a day in connection with Sizewell C, with models there and quite a lot of representatives from the village. You could see visual displays of what will happen.'

'there was a leaflet circulated and it was also in the local paper.'

'They had a shop somewhere you could go in. In Leiston I think.'

Regarding their thoughts towards these different ways of communicating, opinion was often divided. There was a view that there was no 'best way' to communicate and that different methods of communication suited different stages of the consultation.

'leaflets and newsletter updates are actually quite good but they tend to be very general'

'I think the trouble is with communicating is that everybody has a different 'best' way of communicating.'

Some viewed the exhibition negatively, viewing it to be largely stage managed with little opportunity to see the real reasoning behind their decisions. It was also expressed by many present that it was more of a lecture than an opportunity to participate and ask questions and air concerns.

A suggestion that followed from this complaint was that although the exhibitions were good at providing information, they weren't necessarily a good forum to ask questions. Many believed that it is quite hard to process the large quantities of information that are distributed at the event itself. Many expressed a desire to spend a few days digesting the information and the proposals before coming back to EDFE Energy with any questions that they might have.

A suggestion was made that EDFE should return a week later to answer questions or create a purpose-made email address with which residents can write questions to after the consultation itself.

'At the consultation you take in the info but you don't necessarily ask questions – you need to ask them after'

'The easiest thing these days is email – an email address to come home with and if you have any concerns write to this email.'

'It would've been good to come back a week later and say something like 'we've given you the info now we have come back to answer any questions that you might have.'

Another comment that was made was that EDFE rarely had the answers at these consultations. Instead they would talk generally about the development, with little information on the specifics. A way of making this development more comprehensible to the local population, and one that was suggested at the groups was that comparisons should be made with the existing structures that the residents were familiar with. One person suggested that EDFE should say how big the new Park & Ride would be compared to the existing one at Martlesham.

'The problem with the consultation is that they are not answering the questions'

'Can they give us the exact percentage break down of supplies being brought in – sea, rail, and road?'

'Martlesham park and ride – important for EDF to make the comparison – we then have some sense of scale'

A criticism that was made was that the consultations could sometimes be a bit heavy handed with too many EDFE employees. It was argued that a better set up would have been one person giving a short 10 minute presentation every hour, followed up by question sessions one on one after. Some respondents felt that it was slightly too intense and counter-productive having so many people there at once.

'One of the things that struck me. There were far too many staff there if it is typical of this consultation'

'Not all of the 10 people were au fait with the thing. '

'8 of them were giving you cups of tea. Only 2 knew what they were talking about.'

‘Probably been better to have a 10 minute presentation at intervals rather than just one to one all the time. Its good to have one to one to ask any questions but I think you need both.’

#### Section 4: The Park and Ride – Design and Operation

Regarding the Design and Operation of the Park and Ride, it was appreciated that it would be there until Sizewell C is built, with the consensus being that this would take 9-10 years although nobody present confessed to knowing for sure how long it would last.

‘It will be there until Sizewell is built’

‘I think that will be 9 or 10 years’

Respondents were unsure of how many cars would be at the Park and Ride, expressing caution to making an estimate given the fact that they had not heard from EDFE about the number of cars so it would only be a guess. One respondent did hazard a guess of about three to four hundred which was met with some agreement.

‘There will be a large number – three or four hundred’

Many found it hard to answer questions about its operation, stating that they had not received any information on this and it was not their job to state such things but rather EDFE’s responsibility.

‘How many cars, How many spaces, how is it going to operate, these are the questions that we need to be asking, not the other way round’

‘I am aware of what it’s all about. Yes in terms of where it is and what is supposed to do but not in terms of size and operation and what they are going to do afterwards.’

Some respondents had heard that there would be a shop at the Park and Ride as well as a post office.

‘There’s the shop and the post office there as well. ‘

‘My understanding is that there would be a shop where you could buy things.’

When asked if they thought this was a good idea and whether they would use it there was unanimous disapproval. All present argued that they would not use such a facility as it would take custom away from their own businesses in the village. Some also argued that there shouldn’t be a shop at the Park and Ride at all as they would like to see the local economy in Wickham Market benefit in some way from this development.

‘No we wouldn’t use it’

‘We wouldn’t take business away from what we have already got. Even if it was for the workforce we would rather they came into the village to spend their money.’

There were also questions asked about the provision of fuel for the vehicles that will be at the site. Many were keen to know whether a petrol station would be on the site. This was actually welcomed as an option as it was felt that such a facility would be used by the local area and would also prevent local petrol stations from being heavily congested by the increase in traffic.

‘Have they thought about fuel supply?’

‘They should build a [petrol] garage there, we could all benefit from that. A garage local to the area would be beneficial. We would gain quite a lot.’

However, others thought that it should remain as simple as possible to cause the least amount of disruption to the village.

‘There should be no service provision at all – there is no food at the Martlesham park and ride and that is the way it should be here.’

### Section 5: Traffic and Access

It was felt by the group that there would be some negative elements of the development for the residents of Wickham Market but the impact would not be enormous. It was understood by most in the group that traffic would come straight up the A12 to use the Park however it was conceded that the 1078 may become more congested as a result of cars coming from the west.

‘It shouldn’t generate much traffic through Wickham market’

‘It will be a pain on the 1078 as there will be extra traffic coming through that way.’

However there were concerns raised about the entrance and exit facilities. It was suggested that an exit on the B1116 would cause fewer problems than having both entrance and exit on the existing slip road as cars would have to cut across the flow of traffic when exiting. Even though this is a two way road it was believed by many to be a de facto one way road, with only agricultural vehicles tending to use it as a two way road.

‘If the entrance is going to be there then surely the exit should be on the B1116, because otherwise you will have vehicles coming out of here not wanting to go north on the A12 and they are going to have to cut across the flow of traffic which could cause a real dogs breakfast’

There was also a suggestion that the exit could link straight up to the roundabout as this would be less likely to increase traffic on local roads.

‘If there was a road straight off the roundabout as an exit it would be better, they could come out on the roundabout and go north, east, west, south as they chose.’

‘It is a two way road – but it is only the agricultural vehicles that use it as such’

Concerns were raised that north and south access was not as problematic as traffic coming from the east and west. It was argued that the lower part of Wickham

market and the village of Coddendam can become congested when there is heavy traffic as these act as bottlenecks.

‘The 1078 where it touches the A14 there is another bottleneck village of Coddendam, which has tremendous problems.’

‘If a significant amount comes across from the Bury St Edmonds direction then that is going to cause significant problems.’

Solutions to the problem were viewed with scepticism, such as signs directing traffic to specific roads. A similar problem was highlighted with existing signposts that direct people to take the long way round Ipswich to avoid congestion. It was viewed by many that such measures were completely ignored by motorists.

‘The way the signposts are set up is for everyone to take the long way around Ipswich but individual motorists are not going to do it’

Concerns were raised that the increased traffic on Border Cot Lane would be problematic as it is already heavily congested as people park their cars on the road and it is already very difficult for two vehicles to pass, let alone with increased traffic and vehicles associated with construction.

‘If there is a lot of extra traffic – Border Cot Lane – it is already a serious problem with the parking there, if a lorry is coming then there is no way that two cars can pass – anything that generates more traffic on Border Cot Lane – that is a real potential problem because it is a problem now.’

A concern that was raised, and agreed by many present was that lorries using the roundabout would pose some problems as visibility can be quite bad on the roundabout coming from Framlingham. Suggestions to mitigate this included widening the approach and using screening that wouldn’t impede visibility.

‘The road needs to be widened on the approach from Framlingham to provide greater visibility.’

‘A positive reason not to have this screen of trees – it would be better to have rail fencing to increase visibility on the corner to the roundabout from Framlingham.’

Other suggestions made during the course of the group were that the B1438 through Wickham Market should be turned into a private road, that there should be weight limitations placed on the roads and that all vehicles associated with Sizewell C should be made to use the A12.

‘There should be no access through Wickham Market, it should be essentially turned into a private road.’

‘Light pollution. These people have had nice countryside now they are going to be flooded with lights; perhaps they should dim the lights.’



## Section 6: The Construction of the Park and Ride

When asked about the actual construction of the Park and Ride, and what could be done to mitigate its impact, there was a variety of opinion. Some questioned the merit of screening to block off the site, arguing that this could actually have negative implications for traffic, causing visibility issues, particularly regarding the road from Framlingham as mentioned above.

‘You’ve gotta be careful with screening so you don’t block off the roads.’

It was argued that more information was needed before committing to how it should be covered but there was a preference more towards earth mounds and trees as these would be in more keeping with the natural aesthetic of the area.

‘You need to know the number of vehicle movements and the time of day that it will be operating before you can make any kind of suggestions’.

‘If you live there you are going to want trees there.’

There were some suggestions that were considered to be desirable, but these were largely of a flippant nature, and not practical in real life, such as putting the entire development under ground or building or placing a grass covered dome over the development to shield it from view.

‘The park and ride deep down and put a dome over it and then cover the dome with earth.’

‘It should just be an underground car park.’

## Section 7: Legacy of the Park and Ride

In regard to legacy there were mixed opinions from the respondents. It was viewed by most that it should be restored to its original state and this should actually be a precondition of any planning consent order given to EDFE.

However most present at the group seemed to have resigned themselves to the fact that it would be developed after its use as a Park and Ride. Many argued that once a piece of land like that had been built on, it becomes very hard to return it to its original state. Most expressed an opinion that it would be developed as a way for EDFE to recoup some money on the investment. Examples of what form this development would take included housing or an industrial estate.

‘I would restore it to agricultural land personally. It is not a good place to put houses, well outside the village envelope – no services there – return it to agricultural.’

‘What’s the best way to get their money back? Build houses.’

‘Either than or an industrial estate – although we don’t need another one. Could just be a white elephant.’

'They will build a supermarket and coffee shop – and that will finish the village off nicely (*sarcastically*). ...Back to agricultural is the only sensible answer'

'If we had a guarantee that this development was only temporary then it wouldn't be quite as bad.'

One suggestion that was made of a productive use for the site for the community was that it could be turned over to be used as a care home for the elderly; this was due to the fact that the local care home is closing. However this sentiment was far from universal, with many criticising its location for a care home.

'One thing we are losing very soon is a care home for the elderly people – if they wanna do something with it then it would be a start.'

## Group 2 Hacheston – Park and Ride South

### Section 1. Living in Hacheston

All participants of the Hacheston group agreed that Hacheston was a nice place to live with many positives. These included good community spirit and beautiful landscapes.

‘Nice village, nice church, good spirit’

EDFE Energy was not brought up as a major player in the local economy when this issue was raised. Instead very local businesses were mentioned as well some larger industrial ones. Although some local businesses were mentioned as offering some opportunities for young people, these were viewed as rare and not a sustainable base of employment for young people in the area.

‘There’s a pie shop. Richard Doy, the wine merchant, the garage, the accountants, the bakers.’

‘Young people go to Ipswich or beyond. I just think that children in the community and in particular rural communities they are on a hiding to nothing, they depend on their parents.’

In Hacheston the main local issue for residents was traffic, with many believing that the village was treated somewhat like a rat run and that excessive congestion was caused by lorries going to Felixstowe. The respondents were particularly critical of the fact that a bypass around the village had not been constructed.

‘There is nothing we can do – it is a designated lorry route. Lots of buses use the road too and when they meet they have to go on the pavement’

‘What could be done? Build a bypass around the village but that’s never going to happen.’

An added concern mentioned in Hacheston and one that seemed to be exclusive to that area was the lack of overall service provision. It was felt by nearly all respondents that Hacheston, by virtue of its size, suffered unduly when it came to service provision compared to the more ‘prosperous’ Wickham Market. Examples used to illustrate this point were lack of broadband rollout, no improvements to the sewage system and lack of a regular bus service.

‘It was the same with the sewage system, we were highlighted as urgent need but water was privatised and it was left off the agenda.’

‘It’s the same with the Broadband scenario through the village. – we are 300 people and they are not interested – I couldn’t get on the internet.’

'We are not a big enough set of people to provide the public service.'

## Section 2. Knowledge of the Park and Ride

Knowledge of the proposals was widespread. All attendees knew about the plans with many stating that they were well known around the village. Some even remarked that those that had only just moved to the village were familiar with them.

Opinion about the Park and Ride was largely negative, with many assuming that the park and ride was being constructed in Hacheston as they were a small community and any opposition would be limited.

'Comes back to the point of we are a small community – only 250 don't want it – that's the problem with it.'

## Section 3. Communication regarding the plans

Regarding communication by EDF Energy, some were unaware that a consultation had taken place and others were still working on the assumption that there were 3 proposed sites and that a lead site had not yet been chosen.

As such the respondents felt that they had not been very well consulted by EDFE. When presented with maps of the proposed developments everybody present claimed not to have seen this map before and that EDFE should've shared this information much earlier.

'EDF haven't made a very good job of consulting us.'

However most respondents in the group were aware of receiving newsletters. They were largely regarded as a positive contribution; although some thought that they were relatively pointless.

'They usually just go from doorstep to bin – or doorstep to fireplace.'

'I would prefer to have the info than not have it.'

There was also surprise that they had not received any news on these proposals from the Parish Council regarding this issue. No-one had heard it discussed at Parish Council meetings or had seen any information in community magazines or on community notice boards.

'I'm surprised they haven't put it up on the notice board.'

When asked on the best way to be kept informed of developments in the future, letters in the post were cited as a popular option as was a village hall style consultation. No-one present had attended a previous event of this type.

'They could go to the village hall to do it.'

'Personalised letters in the post would be best'

An important point that was raised by one respondent and echoed by several others was the consultation carried out by a solar park company (Hive Energy). It was viewed by many that this company had done a much better job of consulting the local community about their proposals than EDFE had done.

‘We’ve also got the solar park that has been going on at the minute. – whoever is persuading us to have a solar park has done a much better job’.

#### Section 4. The Park and Ride – Design and Operation

There was some talk regarding whether those who live at the site would be allowed to use the park and ride (the lack of adequate bus provision for the village had been discussed at length previously). However some criticized the idea of sharing a bus with workers from the site and the practicality of using a bus that only travelled between the power station and the park and ride.

‘Sharing a bus with workers who had just finished work– getting on the bus would be carnage.’

‘Everybody is moaning about the fact we have no bus but that is a bus.’

Regarding how long the site would be operational for the participants were unsure of how long this would be. There was an understanding that it would be there for as long as Sizewell C took to build but as to how long this would take it was unknown.

‘It will be there for 10 years’

‘5-8 years perhaps?’

‘Say a number and then double it.’

#### Section 5. Traffic and Access

It was conceded by many that existing traffic wasn’t really a problem, the only real issue was a case of ‘wear and tear’ to the road and many expressed doubts as to whether local roads would be able to cope with traffic to and from the Park and Ride. Some suggested that in mitigation this road would have to be re-tarmaced to be able to deal with the increase in traffic.

‘To mitigate this they would have to surface it with higher quality tarmac.’

Traffic concerns then moved on to the roundabout and it was argued that it was already quite tight for larger vehicles. A suggestion was made that the existing slip road should be widened as it is currently too tight and many do not realize that it is a two way road as a result of its size. It was also mooted that the signage could be improved to reinforce the idea to motorists that it is a two way road.

‘They would have to make a number of changes to the roundabout to make the bends less tight’

‘Well the slip road will have to be made wider’

‘Signage would be helpful’

It was also well known amongst members of the group that EDFE had plans to build a bypass around Farnham and Marston and that in fact EDFE had actually made a commitment to do this.

‘Yes we have heard about a bypass being built. EDFE said they would bypass Farnham.’

‘this bypass is apparently part of any EDFE agreement.’

Reasons mentioned for constructing this bypass were that there is a particularly sharp bend at Farnham which lorries would find very hard to negotiate on their way to Sizewell C. Many quoted a newspaper article that they had read which showed how difficult it was for a lorry to pass the bend.

‘It’s a small tight roundabout with very bad tarmac’

‘When they wanted to build the next Sizewell, the lorries that were taking the big stuff couldn’t get round that big bend.’

Respondents raised many concerns about the state of the existing road (B1078) arguing that it already suffers from the amount of traffic and often has to be repaired.

‘The B1078 can’t cope with what the existing traffic let alone all the other stuff that you are talking about’.

### Section 6. The Construction of the Park and Ride

There were major concerns raised about the light pollution that the site would cause. Many believed that one of their favourite things about the village was the lack of light and the peaceful environment that this fostered. Many were critical of the excess light that the development would cause and argued that something would need to be done about this. Such proposals included shielding the light from the village and dimming/turning them off completely after a certain time in the evening.

There were also concerns as to a road safety given that everyone in the village was used to driving in complete darkness and that sudden illumination of this type could cause accidents by way of distraction.

‘Will it affect your life – we don’t have streetlights and we don’t want them – going from no lights to bright lights would be bad for night driving.’

‘Light pollution – it’s already bad with the roundabout.’

Of all suggestions to cover the site, earth banks received the most support.

‘We would welcome banks on the site.’

'If the entire site was surrounded by mounds and trees then it would be more acceptable'

### Section 7. Legacy of the Accommodation Campus

When discussing the potential legacy options of the Park and Ride, there were suggestions that the park and ride could become a commercial park and ride service for the local community as there is no regular bus. However most realized that such a venture would be hard to justify commercially given that the village couldn't support a bus service presently.

'You would struggle to have a park and ride commercially if we can't even have a bus service'

Most believed that the site would be sold on for some other use as at this point it would've become brown-field land which would be very hard to turn back to green belt land. This was coupled with a view that the area was increasingly becoming industrialized and that the site would be set aside for a purpose associated with this.

'As soon as it becomes a brown field site it could become any kind of industrial site afterwards. It will be sold to the highest bidder'

'there is an increasing industrialisation of Hacheston and I am sure this will become part of it'

Some believed that it may be set aside for housing, however this was viewed unfavorably.

## Darsham

### Section 1. Living in Darsham

All participants mentioned that they enjoyed living in Darsham. They enjoyed the community spirit and the natural landscape.

'I love the climate, the wildlife here; it's all I suspect the English countryside should be'

The local economy was viewed as not particularly strong but people didn't really expect it to be, and saw it largely as the type of economy you would find in any UK village. Prospects for young people were generally viewed as poor, with participants arguing that those who stayed in the area tended to work in the manual labour sector.

'You can work in the local farm or the shops but that's it.'

'Young people leave school, go to college or sixth form, most of the ones that stay in the area become manual labourers'

Darsham respondents also highlighted traffic concerns but these were framed more in terms of safety than congestion. It was argued that many people speeded past the village and this was a hazard. It was believed that more could be done to prevent people from speeding in the area, such as traffic control mechanisms.

'I know people that speed habitually and go over the speed limit.'

'We did have one of those things that flashes if you are going to fast – we don't have it anymore – they have a permanent one in yoxford and Saxmundham but not in Darsham.'

Traffic was also mentioned in relation to the annual Latitude festival held in Southwold. When this festival takes place many reported that Darsham ground to a standstill, however it was conceded that this wasn't too much of a problem as it only happened for one week.

'Latitude? – it's only really a problem for one week.'

Another issue for those in Darsham, and similar to the issue raised in Wickham Market was the rate of development. This included development of the village as well as poor positioning of proposed developments. The sites in question were referenced several times and these were houses to be built adjacent to Darsham village hall and 14 houses built on the Priory Paddock site. Most respondents in the group were aware of these proposals.

'One of the plans is for 24 houses and a new village hall and the other is for 14 houses on the priory paddock site'



‘My main concern is the quality of the design with those houses.’

‘There is a need for new housing – yes very much so. Need for new houses for young people who have been brought up in these villages’

‘If you don’t have houses people suffer for work locally.’

A consensus in the group emerged that Darsham needed new houses but it was viewed as a very controversial issue. It was argued that the main point of contention was the fact that the new developments would contain some affordable housing. This was viewed by many as the reason so many were against new housing developments.

‘Now they have to allow for social housing in any new development – with social housing you get the undesirables – and that puts a lot of peoples backs up.’

## Section 2. Knowledge of the Park and Ride

Only three participants in the focus group had not heard of the Park and Ride proposals. However those that had previously heard of the plans were working on the assumption that this was just one option amongst many and were unaware that it had progressed to this stage.

Once the site was explained it became clear that there was an appreciation of the site’s merits and a clear majority argued that it was an appropriate site. It was argued that its proximity to the A12 and distance to Sizewell C made it a good option.

‘if I was EDF energy then I would put it there.’

Some participants had also heard that there was going to be a motel built adjacent to the site. It could be the case that they are confusing this with the accommodation campus plans but at least two participants were aware of specific plans outlining a 60 bed motel near the site.

‘They also have planning permission to build a motel next to the site’

‘The 60 bed motel would really add to the chaos.’

One participant also mentioned that he had heard plans to construct a post office on the site as well.

‘I did hear tales that there is going to a post office on site’

## Section 3. Communication

Most respondents revealed that their chief source of information concerning these plans was word of mouth. It was believed to be a very small village where most news travels around the community verbally.

‘When you speak to people in the village – you can sneeze and then three days later someone will say Dave has a cold.’

Probed for EDFE specific communication residents were aware that a brochure had been delivered but they could not report anything specific that they had learned from it. One resident was also aware that a village hall consultation was held but nobody present had attended in Darsham although one person had attended an event in Saxmundham.

‘There was a glossy brochure delivered through the door. And an opportunity to go to the village hall.’

‘I went to the village hall in Sax’

#### Section 4. Design and Operation

Chief concerns about the operation of the site centred on disruption caused by light pollution. This was perhaps slightly unrepresentative as a member of Darsham Astronomical Society was in attendance. However all present conceded that this would be an issue for them. There was also talk that they would seek to get Dark Sky status for Darsham which, they believed, could potentially hamper any plans to develop the site.

It was also felt that tourism would be affected by the light pollution caused as many people came to this region for the dark sky.

‘Well at the moment – we have some of the best skies in the whole of the country – we have Andromeda class viewing sites – one on Westleton and one in Darsham itself’

‘We need dark sky status for Darsham, we could get it very easily’

‘It wouldn’t be as great as it is now. We have astronomical societies from all across the country that come here to do their night viewing.’

‘People come here for their summer holidays for the dark skies.’

A suggestion that was strongly supported by all present was that a section of the Park and Ride should be opened up to the local community who use the train station. It was argued that from construction a section should be set aside for local residents and that this should be completely free of charge. how many people are going to kept up by buses late at night – you will probably end up with a bus depot up there.

‘Allocate a corner near to the station for the community from the very beginning – 50 spaces or so.’

‘I think the community should not have to pay anything for it.’

‘You only have to look at the car park now and you can see it is so obviously oversubscribed – there are only about 20-30 spaces’

There were also concerns that the buses could run all night given the nature of shifts at Sizewell C. This was a concern for several participants.

‘How many people are going to be kept up by buses late at night?’

### Section 5. Traffic

At first there were relatively few concerns expressed about the development with the consensus seeming to be that the effect on local residents would be relatively small and again reinforcing that this was a much more sensible option than having all vehicles drive to Sizewell C.

‘It won’t really affect me’

‘I would rather they would all park there and got a bus than all drove to Sizewell c.’

However the discussion then began to move towards possible restrictions that could be placed on such traffic to ensure disruption was kept to a minimum.

‘I don’t know if it is possible to put restrictions on this but they should’

There were concerns that commuters may use The Street as a shortcut and that it could potentially become a rat run although this sentiment was by no means unanimous. There were also concerns that the area in general could become very clogged up with traffic.

‘I think it is absolutely horrendous – I think the vehicular movements on the a12 will be terrible and people will use the smaller roads as a rat run – the Yoxford Road, the street – there are going to be accidents and it will cause gridlock’

‘ I’m sure a few would drive through The Street ‘

‘An awful lot of cars in an immediate area clogs them up’

Suggestions for solutions to these problems making roads like The Street private roads, banning construction staff from using certain roads (with fines if they do use them) and even an narrowing of the roads to prevent lorries using them.

‘They should be told in no uncertain circumstances they can[t use those roads (workers)’

‘There should be restrictions on car movements’

‘drivers should be fined if they flout this, perhaps as much as £1000’

It was also suggested that the A12 should be upgraded as it is not able to cope with the increase in traffic in its current form.

‘It is important that the A12 is upgraded’

Concerns were also raised as to the impact that this would have on the holding of the annual Latitude festival at Southwold. During the week it is held most

complained that traffic is heavily congested throughout Darsham. It was argued that the combination of the park and ride and the festival could make congestion even worse.

‘It would be very interesting to see what would happen if they did all this and the week of latitude – there would just be total carnage.’

When asked if they would want The Street upgraded, perhaps to include pavements, this was met with swift refusal. Nobody in the group wanted it upgraded arguing that such a move would ruin the village and would be a completely unnecessary development.

‘Nobody wants The Street upgraded – we like it how it is’

The layout of the access point was also an issue that was discussed at length. There was support for putting traffic lights by the junction as pulling in and out on the existing road was viewed as potentially hazardous.

‘Would they have to put traffic lights in? – I think it would make it safer if they put traffic lights there.’

‘You are going to have to have traffic lights there – what with all the buses turning in there.’

The garage opposite the proposed entrance point was also mentioned as a potential issue. It was argued that both of these sites, in such close proximity, would cause traffic for the road as so many cars attempting to join the road at the same place.

‘Interesting point is the garage – this causes a block as it is – surely it would only get busier.’

‘If the entrance is where it is shown that is going to be a nightmare where the garage is.’

The junction at Willow Marsh Lane was also felt to be insufficient to cope with the potential traffic increase. It was believed that access to the A12 from Willow Marsh Lane would be difficult given the increase in congestion. It was suggested that this road would either have to have traffic lights or would need to be widened.

‘There will have to be lights on the junction at Willow Marsh Lane turning left from the site’

‘Willow Marsh Lane is going to need a major widening’

## Section 6. Construction

There was a general lack of awareness of how long the site would take to build.

‘I think we are probably not going to see construction start for four or five years – but it will take seven years to build.’

‘They are also deconstructing A and B so that could add to it’

When discussing how the development could be limited, trees around the site were a favoured option as was general landscaping to hide the site from view as much as possible.

‘Loads of trees around it for a start – landscape it so you can’t see it’

The light pollution elements were quoted extensively and a suggestion was made that they should contact the Dark Skies Discovery Society for consultation on what kind of lights they should use at the site. It was felt by all present that any lighting at the site should be kept to a minimum.

‘They should speak with the dark skies discovery site to discuss what light is acceptable and the frequency of how many lights you should have.’

‘No street lamps everywhere please.’

### Section 7. Legacy

When discussing the site’s legacy potential the conversation was dominated by suggestions that some of the site should be kept on as legacy parking for the train station. It was argued that current provision was not sufficient and using the land in this way would be a positive development

‘There was talk of this being a car park for the train station – that would be a good idea’

Regarding other uses this group echoed the sentiments of earlier groups by arguing that it should be returned to its original state (with the exception of the train station parking) although it this was viewed by many as an improbable outcome due to the fact that it would’ve been developed by this point.

‘If they put it back to what it was then that is fine by me – but there is going to be so much hard standing, lighting and drainage – there will be a temptation to develop it.’

This group also argued that returning it back to its original state should be part of any planning consent order issued to EDF Energy.

‘We would all want a guarantee that it should be on the planning consent’

## Theberton and Eastbridge

### Section 1. Living in Theberton and Eastbridge

Many participants viewed the village as a retirement village. As such the local economy wasn't highly regarded although it was conceded that tourism was a significant benefit to the local economy. Economic opportunities for young people were felt to be lacking with many conceding that young people left the village to find work.

'We rely on the grey pound'

'It is a village for retired people.'

'Most of the kids don't really come back.'

It was viewed that traffic through the village had increased drastically over the last couple of years to the point where the road through the village, the B1122, had become a rat run. The increase in commuters living in the village and the lack of adequate public transport services also contributed to the problems with traffic.

'You get a lot of traffic in the mornings as we have no public transport. The most traffic we see in the morning is people, there is no alternative, kids can't go to the bus stop and get on the bus.'

'the b1122 has become a rat run'

'As soon as the B1122 appeared on peoples GPSs I think it became busier.'

### Section 2. Knowledge of the Accommodation Campus

Without fail all respondents were aware of the plans and they were unanimously viewed in a negative way. Their concerns centred on traditional 'NIMBY' concerns, as well as the effect such a development would have on tourism, economy, ecology and the inappropriate location of the development generally.

'Tourists come here because it is a slice of rural England and has scientific interest and rare birds. If the tourists saw this (development) they would be horrified.'

'We rely on the grey pound – but they will not come if this happens –they will not return again.'

'Farms have been revived by shoots – but this boost will be lost'

'Spring watch is coming here and this could have an effect on us'

A common quote was that the development will be 30 times the size of Theberton and that it would completely dwarf the adjacent villages and it was also believed by many that the site would be better in Great Yarmouth or Lowestoft, areas that were perceived as needing a development like this.

‘This is offensive when you have places in Yarmouth and Lowestoft when they are crying out for places like this.’

‘They are proposing to put park and rides – why don’t they just use them – come from Yarmouth to Lowestoft?’

### Section 3. Communication regarding the plans

EDFE appears to have lost the trust of all of the focus group participants from Theberton and Eastbridge that attended the group. Discussions on attitudes towards EDFE’s consultation were resolutely negative. It is true that most groups expressed some disapproval on EDFE’s consultation however this is usually manifested in minor criticism. In Theberton and Eastbridge trust for EDFE is nonexistent and faith in their ability to consult with the local community is derided in the extreme. In short this is a group of people who have become completely disenchanted and apathetic to EDFE, Sizewell C and anything associated with nuclear power more generally.

‘We’ve got to the stage that we don’t trust anything said to us. I can’t imagine why we would want to go there. ‘

‘There is no evidence at all that they have taken any notice of what we have said. We haven’t heard anything back from the first consultation - they are going straight on with the second option. ‘

‘I think what’s happening is that most of weren’t anti-nuclear and now we are – if they are like this at the early planning stage what are they going to be like further down the line.’

‘There is no feedback you don’t know if the document you filled in with our objection – we don’t know what happened to them’

Some argued that EDFE should have sourced the consultation out to a private company to ensure that it was carried out effectively. There were many criticisms about lack of feedback from the first consultation and a belief that EDFE had not taken anything on board from local residents. Most respondents were able to point to very specific areas concerns and the lack of information they had received from EDFE about them.

‘Why didn’t they get a private company to do the consultation – the level of trust has gone from this area.’

‘We have heard nothing from EDF. My real concern is the environment down towards Eastbridge. And the levels in Minsmere’

‘I would dearly love to know that the groundwater they are going to take is mitigated.’

‘Usage of water for the power station and for the proposed builds – I’ve been met with an absolute brick wall by the Leiston people [EDFE local office] and our MP’

'People are concerned about our heritage, our coastal, it is an area of ONB – the only power station that has this – EDF have been in my view – lacking in honesty, openness, and transparency'

'There is a general deceit about how information has been put across.'

It was thought a shame that it had been conducted in this way as many in the community viewed themselves to be reasonable and civic minded people who were happy to turn up for a debate. Many made the point that full attendance at this focus group itself was illustrative of that fact.

'People are very willing to make the effort to turn up and have a debate about it.'

Some even claimed that EDFE had conducted themselves in an underhand manner, stating that there had been reports of trespassing on private land and potential theft and hacking of email addresses. All this combined led many to claim that the village had gone from being an open and welcoming place to one that was inherently suspicious.

'EDF have hacked people's emails – paid millions of pounds in emails.'

'The thing I find most distressing about this, we have come very suspicious about people around here. We were a friendly open place'

Newsletters were regarded negatively and the view was that they never contained any real information.

'I just put t it in the bin'

'Its the same old tripe'

'Its the same old story'

It was believed that Eastbridge and Theberton had been chosen as the site for the Accommodation Campus as they were so few in number and that this made them an easy target.

'They pick on us as they think we are an easy target – there are only 300 of us.'

#### Section 4. Design and Operation

Participants felt so strongly against the very idea of an accommodation campus on their doorstep that they were generally unwilling to discuss mitigation measures or design features.

The actual Accommodation Campus itself was roundly criticised for several reasons. Many were quick to quote the figure of it being 30 times bigger than the village itself. Prominent concerns also centred on the light pollution that the development would cause.



‘One of the things we like about Eastbridge is that it is so quiet and dark at night. The idea that there is a working 24 hour campus – the light – we will never see the stars again – we are not going to have any more tourists.’

‘Who is going to go to Minsmere – we are going to get an accommodation block, a car park, sports facilities – its like a holiday camp, why would you come here to see all of our sights.’

‘The reason people come here is the quiet and the dark. Nobody would pick Eastbridge now.’

There were concerns raised about the workers themselves. It was viewed that the workers would come to the village and cause significant disruption. Respondents simply did not buy the economic arguments of this, instead tending to focus on anti-social behaviour. Many had anecdotal accounts of outages and the construction of Sizewell B to illustrate their point. Mocked EDFE literature which they said described how the workers would do their shift, go back to sleep and go to work again. This was met with significant derision.

‘The workers don’t want to be in the hostel, they wanna get out. They don’t like it. They want to come into the community.’

‘You don’t need to worry about noise. They are going to work for 12 hours – eat their meal and then go to bed – (laughter)’

‘With any mix of blokes like that you get trouble’

‘We need EDF to stop saying things like – we are going to run the campus in such a way that it is going to be so brilliant people won’t want to leave’

Some respondents were very involved in the local campaign group to stop the development and felt that it would be inappropriate to comment on any mitigation proposals as this was viewed as tacit acceptance of the development.

### Section 5. Traffic and Access

Regarding traffic, there was much criticism of the main road (B1122 Leiston Road). It was argued that there was considerable congestion caused by existing lorries going on to the industrial estate. Some argued that this caused significant damage to the roads and actually had an impact on people’s properties.

‘People don’t like using the A12, the lorries are getting bigger, its saves the companies money.’

‘Sometimes the lorries are so long they can barely get around the corner. The whole road vibrates and the houses vibrate. When I’m shaving in the morning I get more on this side than that.’

‘There are cracks appearing on our house, it’s because of the lorries’

When asked if they would like something done to mitigate this it was argued that as this was also the evacuation route from Sizewell C in the event of an emergency, there could be no attempts made at traffic calming.

‘There is no change of getting any calming as it is the evacuation site out of Sizewell C.’

Some mentioned speed as an issue on this road and were also quick to mention that speed limits had been put on the road but that these had had little impact on curtailing such activities.

‘Speed limits – they have absolutely no impact at all.’

Many would like to see an average speed check put on the road to attempt to deter speeding as it was viewed that these were harder to fool than conventional speed cameras.

There was also lots of concern about the lack of a pavement in the village, with many believing that this posed significant safety hazards to pedestrians.

‘Part of our village has no pavement at all – it’s a danger – quite often you see children walking up the road and it is really busy with cars.’

Relating more specifically to EDFE, there was significant consternation about the fact that EDFE believed the existing B1122 road would be capable of 600 lorry movements a day. This was met with disbelief by all present. Concerns associated with dirt on the roads and vibrations caused to the roads were also cited as significant problems for the B1122.

‘For anybody or any organisation to say the B1122 is capable of 600 lorry movements is ludicrous – that is the level we are working at’

‘The filth came from that road was disgusting – the vibration – they have totally ignored the recommendations for it.’

A suggestion that was offered by one participant was that technology used in association with lorries could offer a solution to the problem by ensuring that they abide by strict timings and routes.

‘Technology – robustly adhered to and enforced – with tracker registration can mitigate this’

## Section 6. Construction of the Campus

Discussion during this section centred on the inappropriateness of the proposed location. Many in the group quoted the Hinkley Point C and how accommodation for that development was being dispersed throughout the area. It was also argued that building it in the more industrial areas of Lowestoft or Great Yarmouth offer greater legacy potential as such areas could use the development potential of such a site.

‘There are alternative solutions, we can disperse the accommodation, like in Hinkley Point C’

‘It is surely better that they are put in towns where there are legacy elements, Lowestoft – could use the accommodation’

There was a suggestion made that instead of having a purpose built accommodation campus, EDF could instead purchase HMP Blundeston, a prison set to close in March 2014.

‘One of the things that happened last year was one of our prisons was closed down – HMP Blundeston -if they want accommodation why don’t they just buy the prison and refurbish it.’

There was also an argument that any Accommodation should accompany the Park and Rides.

‘Why can’t the accommodation go next to the park and rides?’

### Section 7. Legacy of the Campus

When asked about the legacy potential of this site, respondents were of the opinion that this site would be developed after the power station had been built. All present did not believe that the area would be returned to its present condition.

‘Return the land to nature’ – now that is a joke – they won’t return it to nature – they’ll say lets’ knock it down and build a housing estate’.



Appendix C.8      Sizewell C Questionnaire Research (April 2014)



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# Sizewell C Questionnaire Research

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Prepared for EDF Energy

April 2014



## Sizewell C Focus Group Research

### Contents

**Objective, Approach and Methodology.....3**

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## Objective, Approach and Methodology

The Sustainability Research Unit (SRU), an independent opinion research company, analysed responses from three separate questionnaires sent to residents living in the areas surrounding the Park and Ride North, Park and Ride South and the Accommodation Campus by EDFE.

The purpose of this research was to:

- Share with ordinary members of the local villages the prospective plans for major developments in the neighbourhood
- Obtain feedback at an early stage in case there were any obvious reasons why the plans might not be viable
- Understand what options there might be to mitigate the impact of the planned infrastructure
- Consequently to ensure EDFE's next consultation phase took into account comments and suggestions made by local residents.

This was a predominantly quantitative exercise, designed to ascertain the opinions of the community at large through a series of general questions.

Prior to sending out the questionnaires, we drew up – and agreed with EDF Energy's communications team in Leiston – a series of questions relevant to different aspects of the project. These included mitigation measures, traffic, legacy and communication.

The questionnaires were answered confidentially and the remarks are not attributable to any named individual. That said, some respondents provided email addresses as a way that they would like to be updated on the progress of the project and these are attached to an appendix at the end of this report.

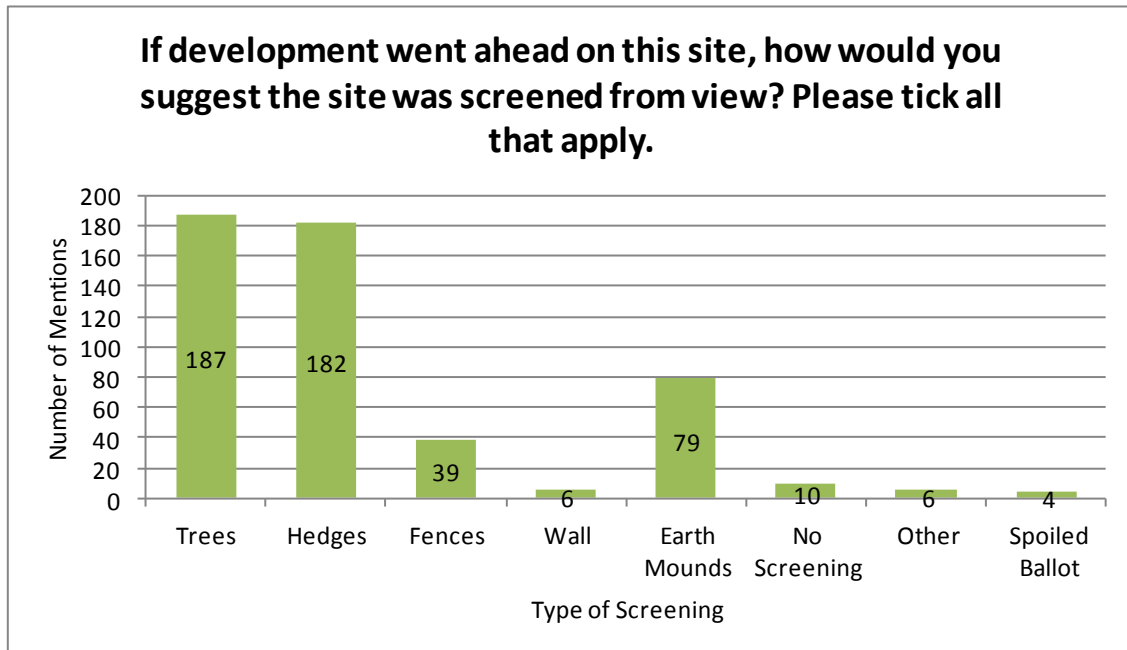
We received 413 responses in total and broken down by locality these are made up of 97 from the Accommodation Campus area, 68 from Park and Ride North Area and 248 from Park and Ride South Area.

**N.B.** All graphs contain an answer labeled 'spoiled ballot'. These are instances where respondents have deliberately failed to answer the question. These mostly consisted of a general statement in opposition to Sizewell C and offered no constructive or helpful analysis for EDFE in their consultation exercise. However, we thought it prudent to include such responses to help EDFE quantify opposition to the project and better understand where this opposition is concentrated.

Park and Ride South

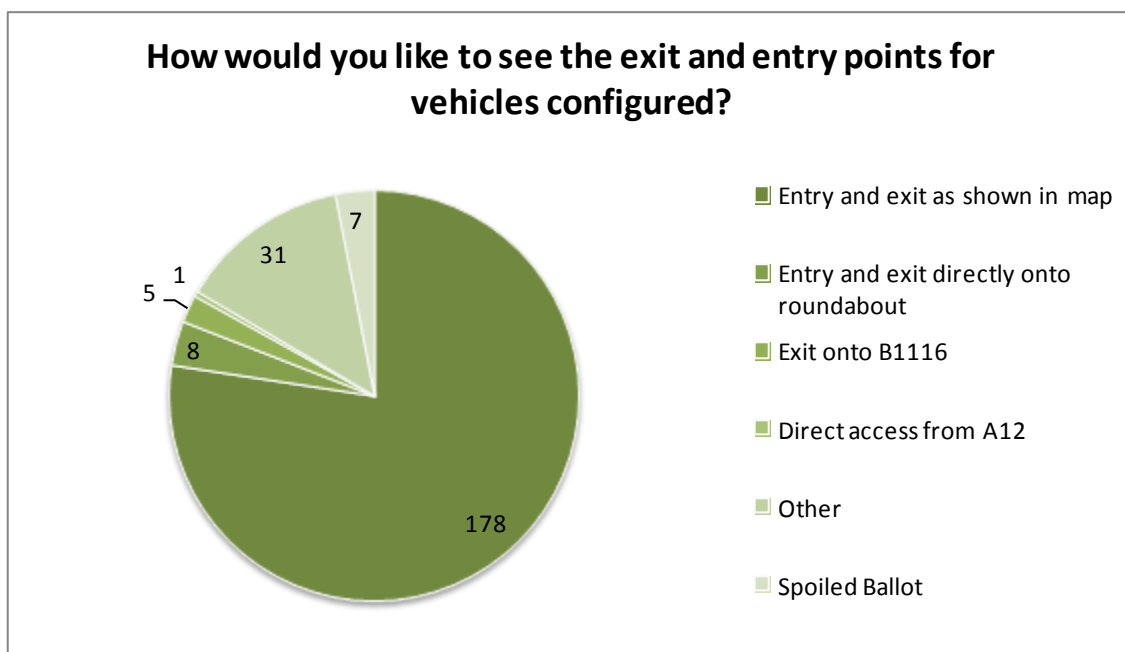
**1. If development went ahead on this site, how would you suggest the site was screened from view? Please tick all that apply.**

There was a strong preference for natural screening, with hedges and trees proving to be particularly popular.



**2. How would you like to see the exit and entry points for vehicles configured?**

Respondents viewed the existing entry and exit arrangement as acceptable, with more than three quarters of respondents supporting it. There were some alternative suggestions for the entry and exit to be placed on the B116 and directly off the adjacent roundabout.





**3. Do you think any road improvement measures would be needed if the Park and Ride were developed here? Which roads or junctions do you think would benefit from the changes?**

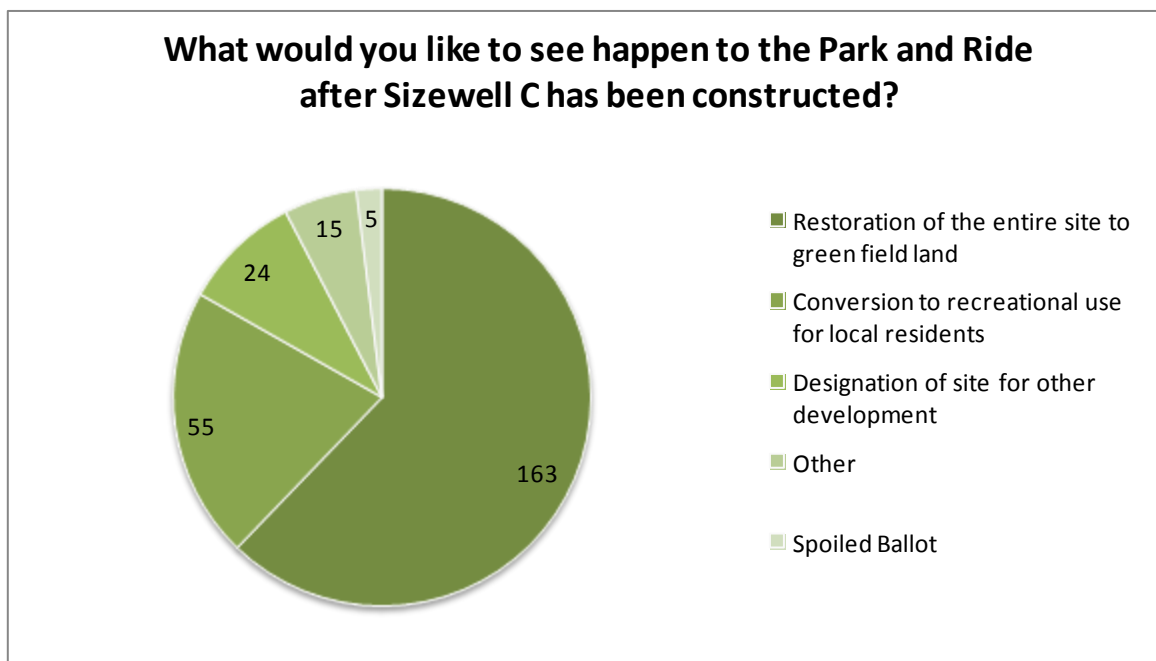
Respondents took this opportunity to list various road improvement measures that they would like to see. These included –

- A ban on access to local roads for vehicles associated with construction
- Traffic calming measures throughout Hacheston
- Making the A12 near the Park and Ride northbound only to avoid confusion
- A lane specifically for entering the Park and Ride on the A12
- Widening the roundabout to account for the extra traffic
- A ban on HGVs travelling through Wickham Market
- Staggered arrival times for workers to avoid excess traffic in the surrounding area.

Some respondents were also concerned that EDFE had not anticipated how much traffic was going to come from the west along the B1078 and that EDFE needed to do more to show how the potential impact of this would be mitigated.

**4. What would you like to see happen to the Park and Ride after Sizewell C has been constructed?**

There was strong support for the Park and Ride facility to be returned to ‘green field land’ at the end of the construction period with over half supporting this proposition. Of those that supported designation of the site for other development, suggestions included a housing development, a wildlife reserve and some other local recreational facilities.



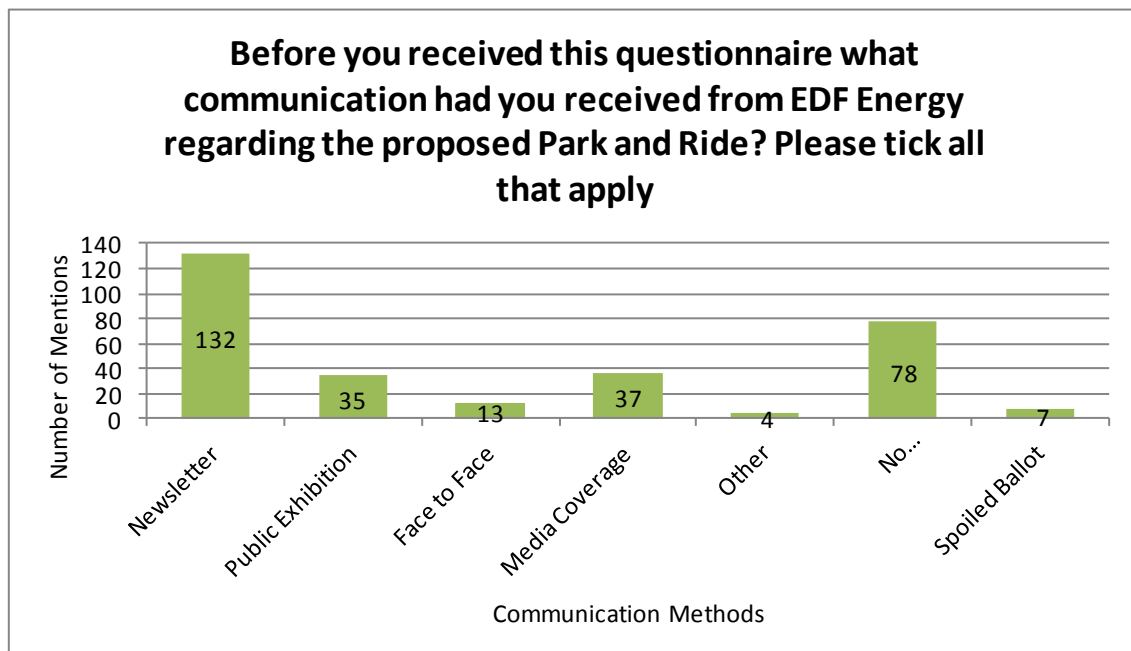
**5. Please write here any other comments of measures you would like taken to limit the impact of the Park and Ride if it were located here.**

Respondents used this section to list issues that they felt had not been adequately addressed thus far and also highlighted measures they would like to see taken at the site. These included –

- Noise prevention measures
- On-site security
- Preservation of any archaeological discoveries made at the site
- Light reduction measures to prevent light pollution.

**6. Before you received this questionnaire what communication had you received from EDF Energy regarding the proposed Park and Ride? Please tick all that apply**

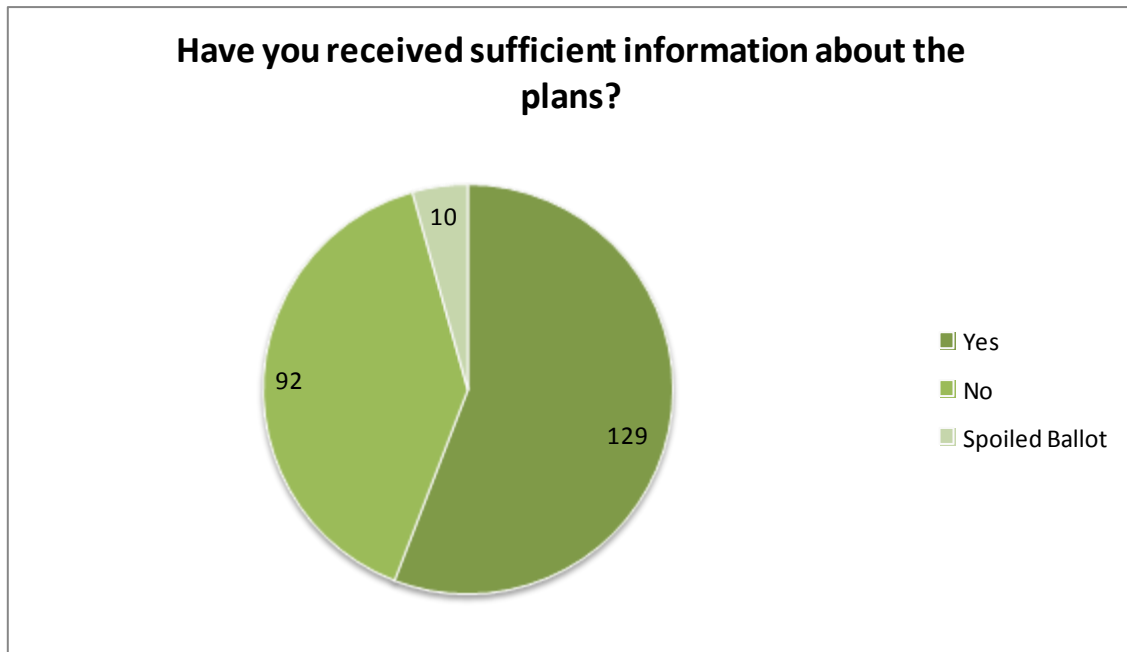
Over half of all Park and Ride respondents had received a newsletter from EDFE about the proposals. However, this area reported the lowest attendance for public exhibitions and the highest proportion of people claiming not to have received any communication from EDFE.



**7. Have you received sufficient information about the plans?**

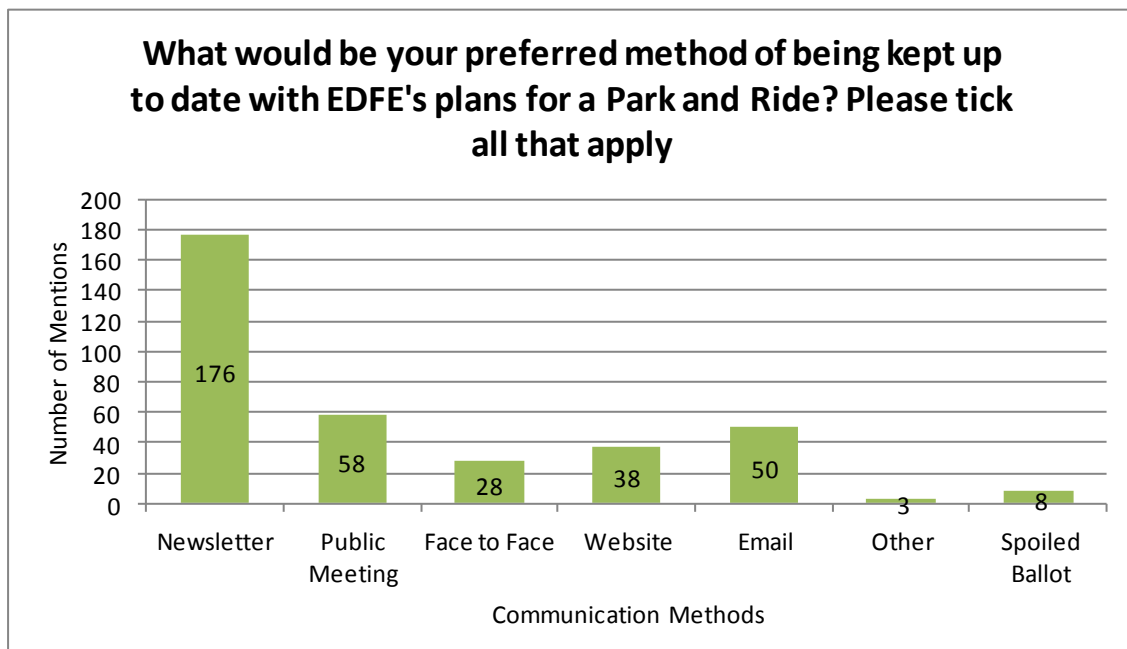
Over half of all respondents in the Park and Ride South area believed that they had received sufficient information about the construction plans.

Of those that believed they had not received enough information, no suggestions were made as to what information they would like to receive.



**8. What would be your preferred method of being kept up to date with EDF's plans for a Park and Ride? Please tick all that apply.**

Asked as to how they would like to be kept informed of developments relating to the proposals, newsletters were the most favoured option. There was also strong support here for email updates.

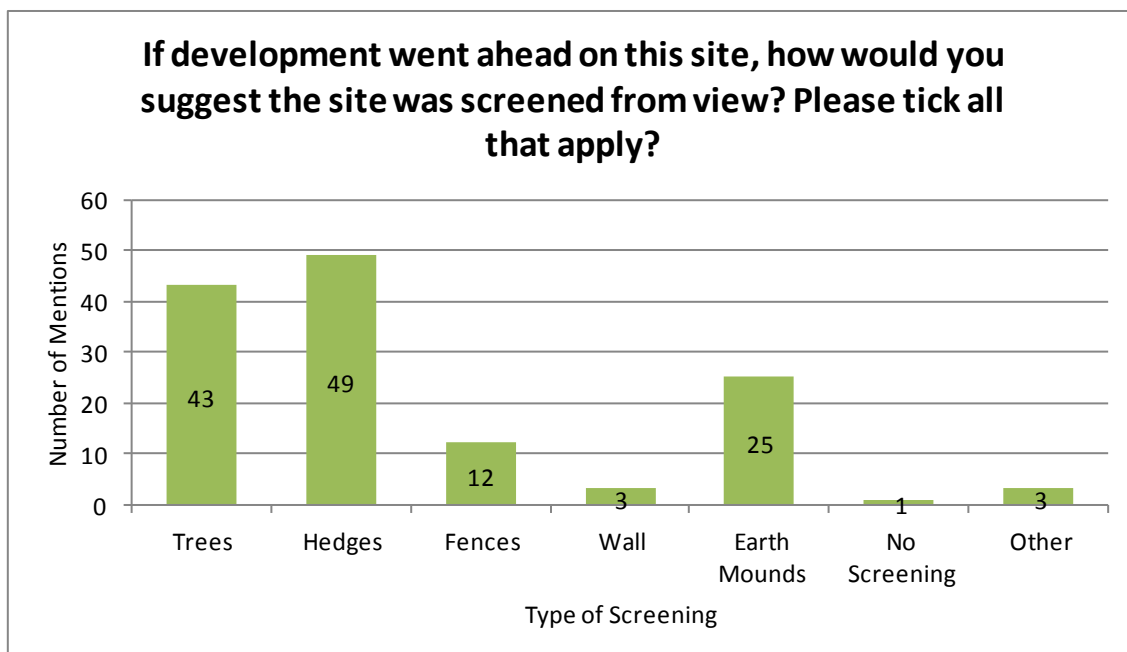


Park and Ride North

**1. If development went ahead on this site, how would you suggest the site was screened from view? Please tick all that apply**

In keeping with other groups, screening more in keeping with the rural aesthetic was favoured, with trees and hedges being the most supported.

A point to consider is that several respondents in this area doubted the effectiveness of trees and hedges as they would take so long to grow. In the words of one respondent 'Screening would not be possible with trees or hedges; they would not be tall enough until the end of construction period'.



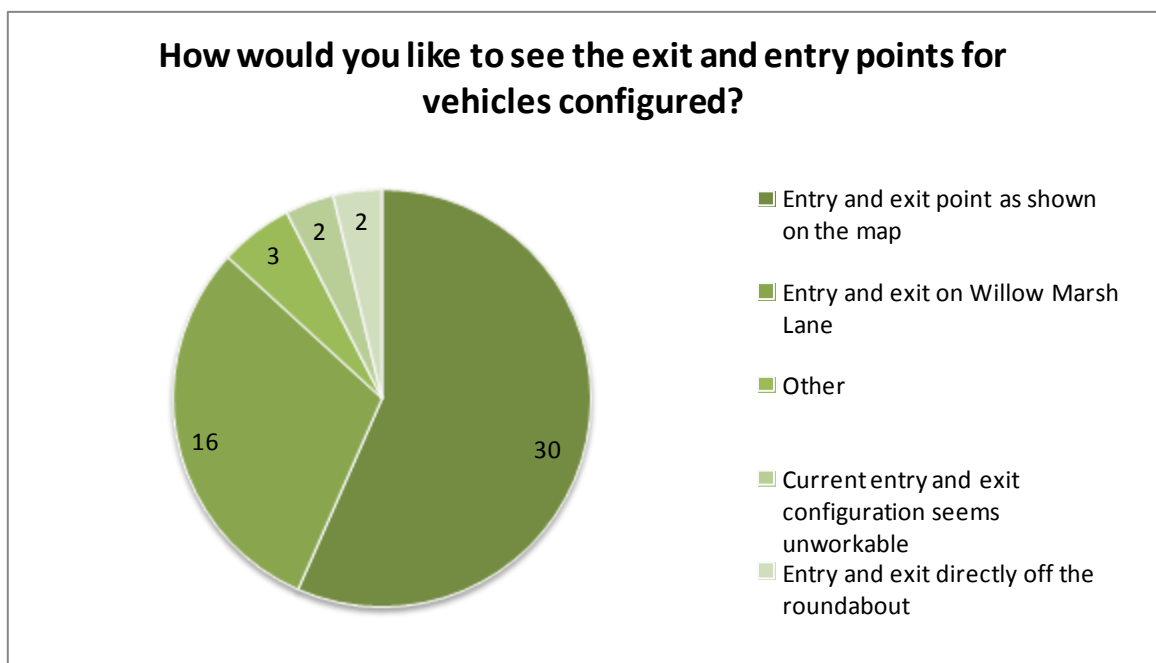
## 2. How would you like to see the exit and entry points for vehicles configured?

Opinion regarding entry and exit points was split. Although over half of respondents favoured the exit and entry as shown in the map, there was also moderate support for an entry and exit point on Willow Marsh Lane with a third of respondents citing this option. Willow Marsh Lane was chosen as it was believed that an entry and exit point here would reduce congestion on the A12. There were also concerns raised about having a sole entry and exit point.

*'Exiting on Willow Marsh Lane would reduce congestion at the station entrance'*

*'It should be on Willow Marsh Lane, entry via A12 is hazardous without road widening'*

*'A single entry/exit seems unworkable'*



## 3. Do you think any road improvement measures would be needed? Which roads or junctions do you think would benefit from changes?

Suggestions made during this question centred on two areas; traffic restrictions and road widening. Several respondents felt that the A12 should be widened around the Park and Ride area to help with congestion. There were also calls for weight limits to be imposed on minor roads in Darsham, prevention of Sizewell traffic from using local roads as well as speed limits near the entry and exit points.

*'There should be a widening the A12 between Yoxford and Saxmundham'*

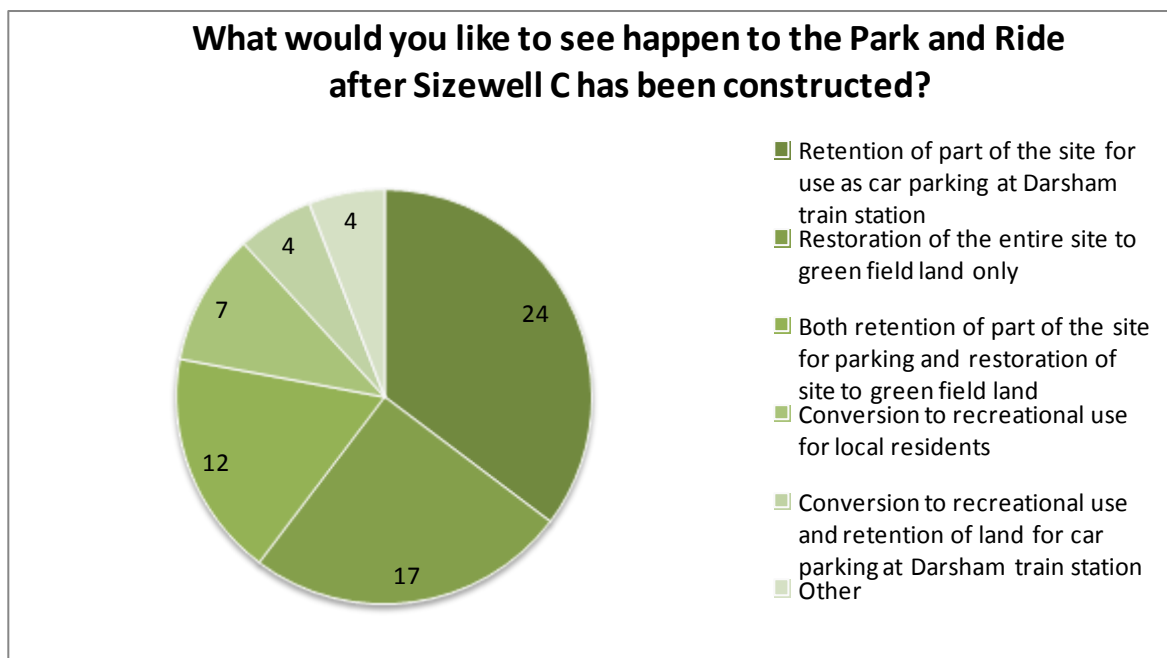
*'All minor roads through the small villages should have weight limits imposed on them'*

*'traffic restrictions preventing use of local roads by Sizewell traffic'*

*'lower speed limit (20mph) near the entry and exit points.'*

**4. What would you like to see happen to the Park and Ride after Sizewell C has been constructed?**

There was strong support for part of the site to be kept on as legacy parking for Darsham train station. This was usually coupled with a desire to see the rest of the site restored to ‘green field land’ (it is worth noting that many respondents often picked both options, demonstrating their desire for part of the site to be kept as parking and the rest to be returned to ‘green field land’). There was some minor support for the site to be turned into recreational use for the community. There was also one other preference for it to be turned into a housing development.



**5. Please write here any other comments or measures you would like taken to limit the impact of the Park and Ride if it were located here.**

Respondents used this section to make suggestions for restrictions on night time use, site security, triple glazing, compensation for loss of value to homes and suggestions for sustainable urban drainage for the site instead of tarmac.

*‘I would also like triple glazing fitted to reduce the sound of traffic and also compensation for the loss of value to my house.’*

*‘Low level lighting to minimise impact on proposed dark sky status for Darsham and Wesleton’*

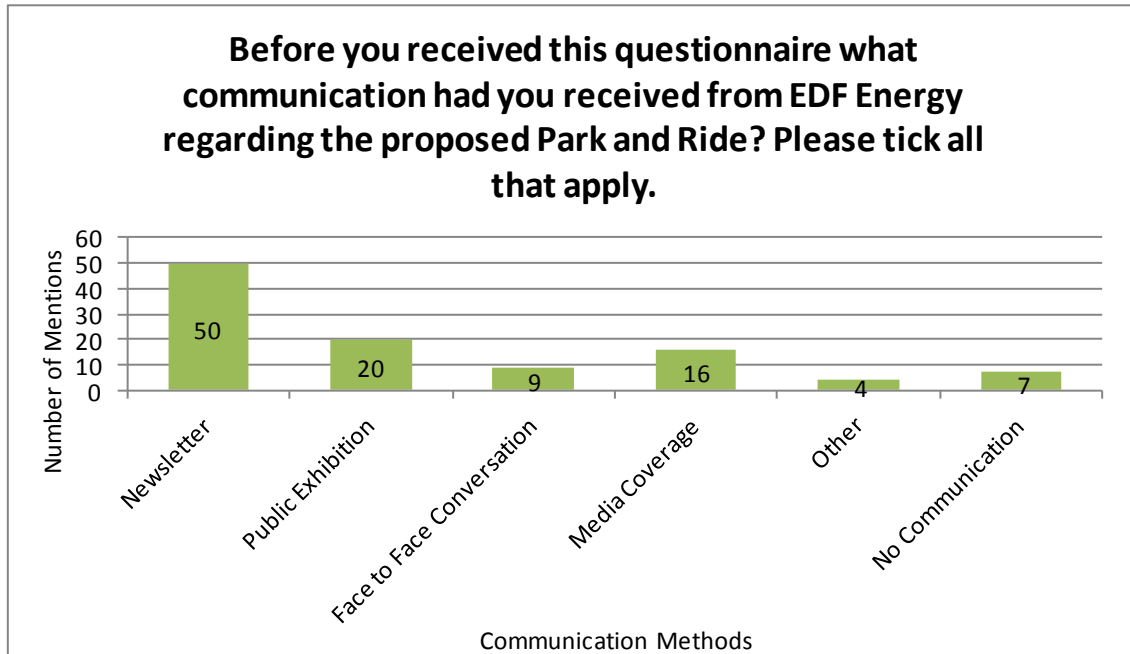
*‘No night time use, so that traffic noise and light pollution from flood lights is minimal’*

*‘On site security to prevent thieves from being attracted to the area’*

*‘The surface of the carpark to SUD standard’*

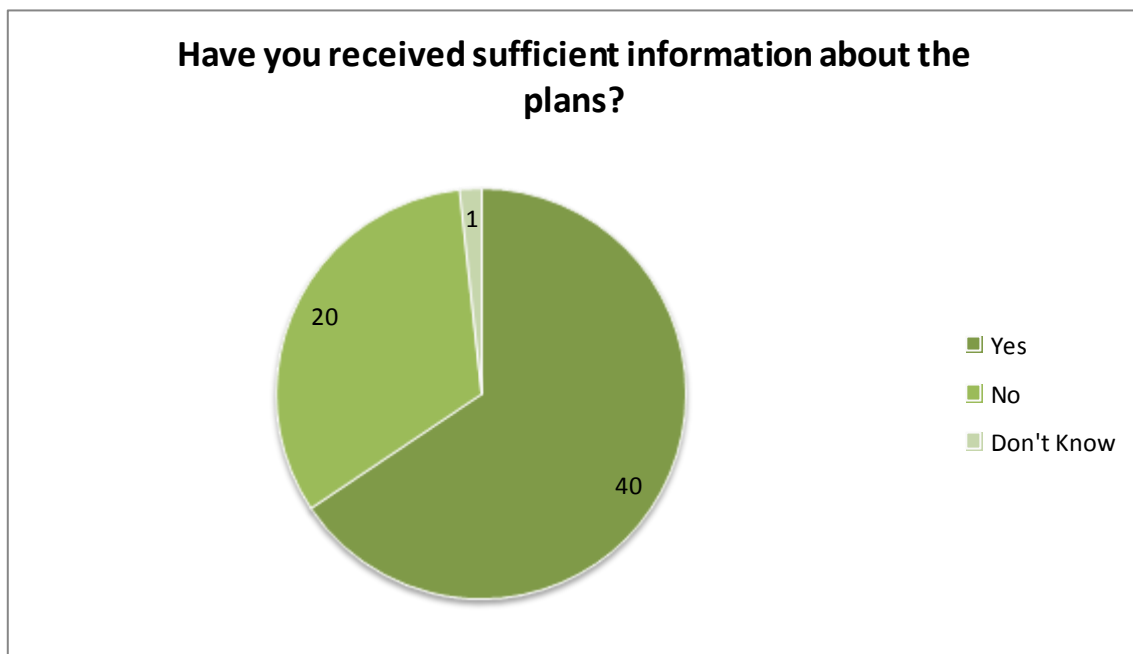
**6. Before you received this questionnaire what communication had you received from EDF Energy regarding the proposed Park and Ride? Please tick all that apply.**

Three quarters of all respondents stated they had received an EDFE newsletter and 30% stated they had attended public exhibitions. Only 7 respondents believed they had received no communication from EDFE.



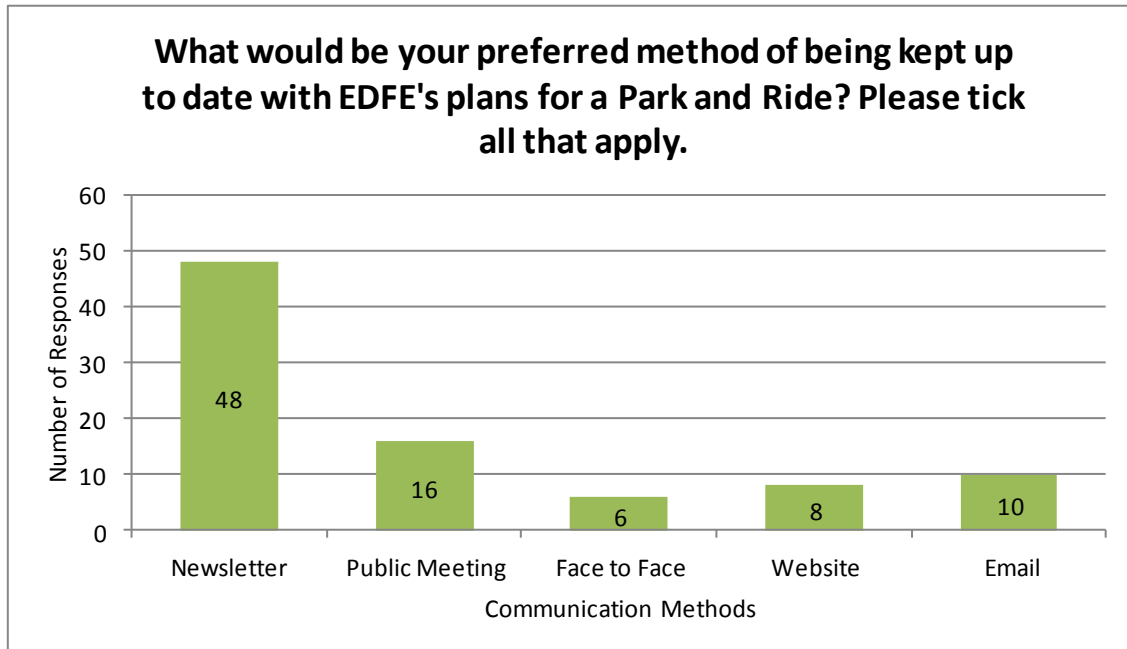
**7. Have you received sufficient information about the plans?**

Respondents in the Park and Ride north area felt well consulted and 60% believed that they had received enough information on the plans.



**8. What would be your preferred method of being kept up to date with EDF's plans for a Park and Ride? Please tick all that apply.**

With regard to being kept up to date on the project, newsletters were by far the most favoured option. However face to face interactions and email were also supported.

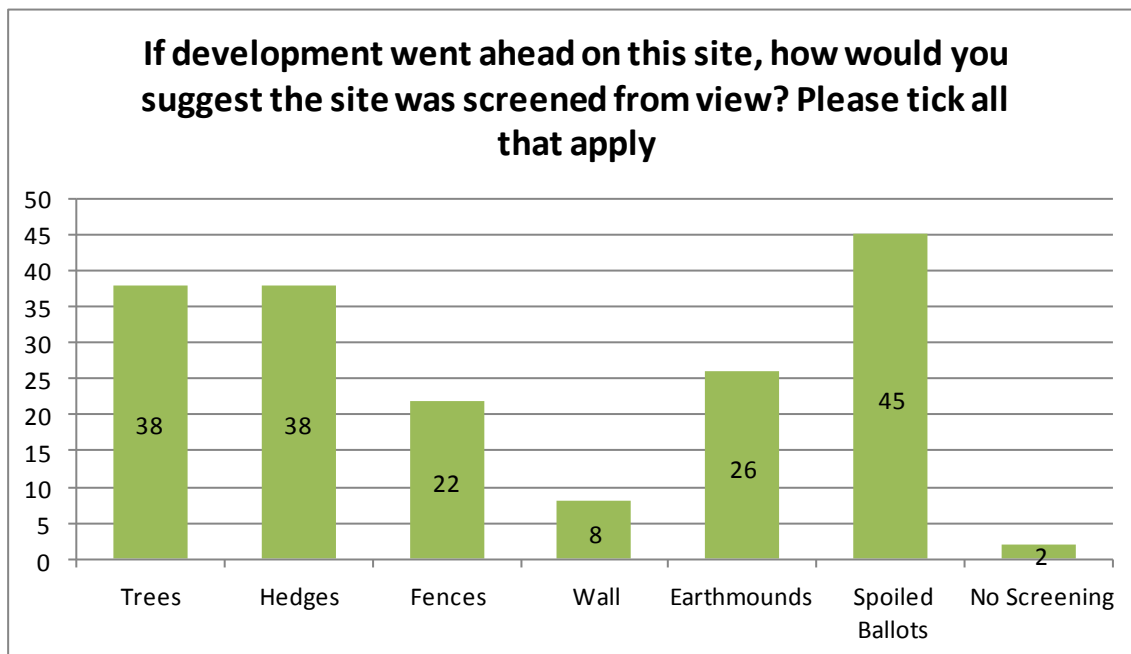




Accommodation Campus

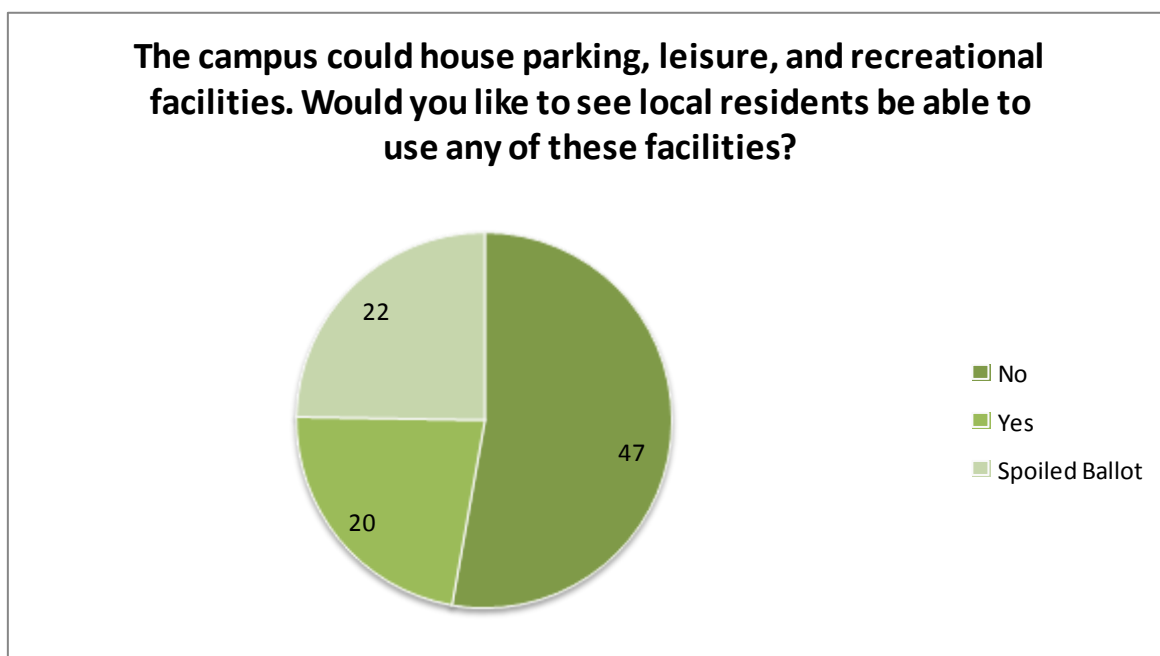
**1. If development went ahead on this site, how would you suggest the site was screened from view? Please tick all that apply.**

In keeping with previous groups, there was a strong consensus towards more natural looking screening provision. This included trees, hedges and earth mounds.



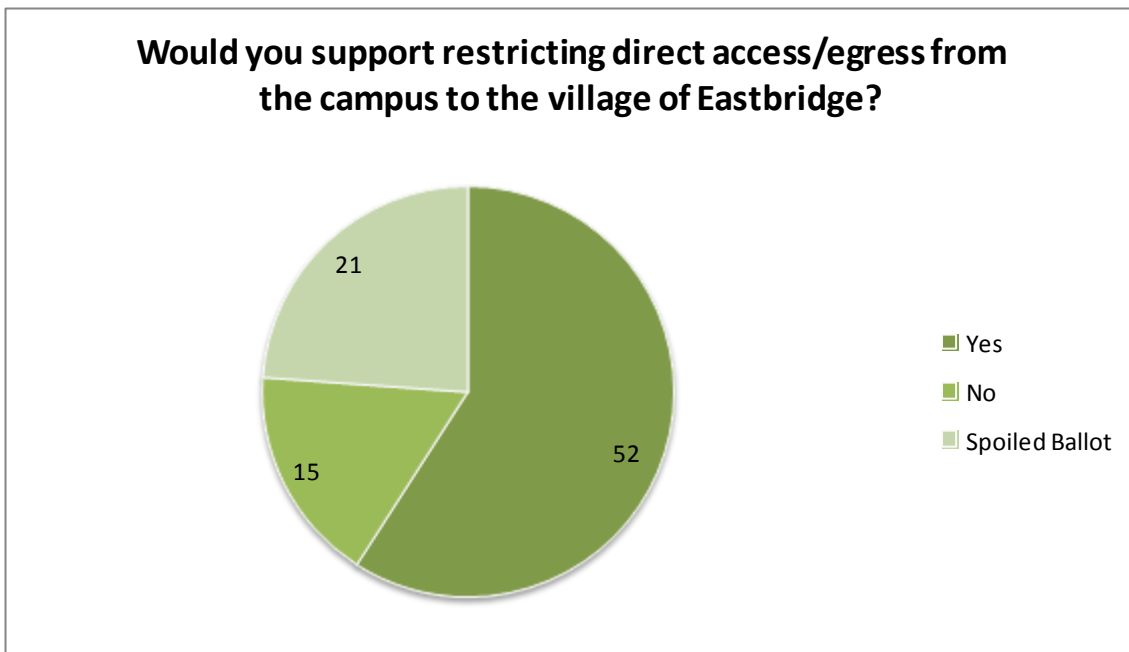
**2. The campus could house parking, leisure, and recreational facilities. Would you like to see local residents able to use any of these facilities?**

Over half of all respondents expressed no desire to use the facilities at the site with just under a quarter in favour.



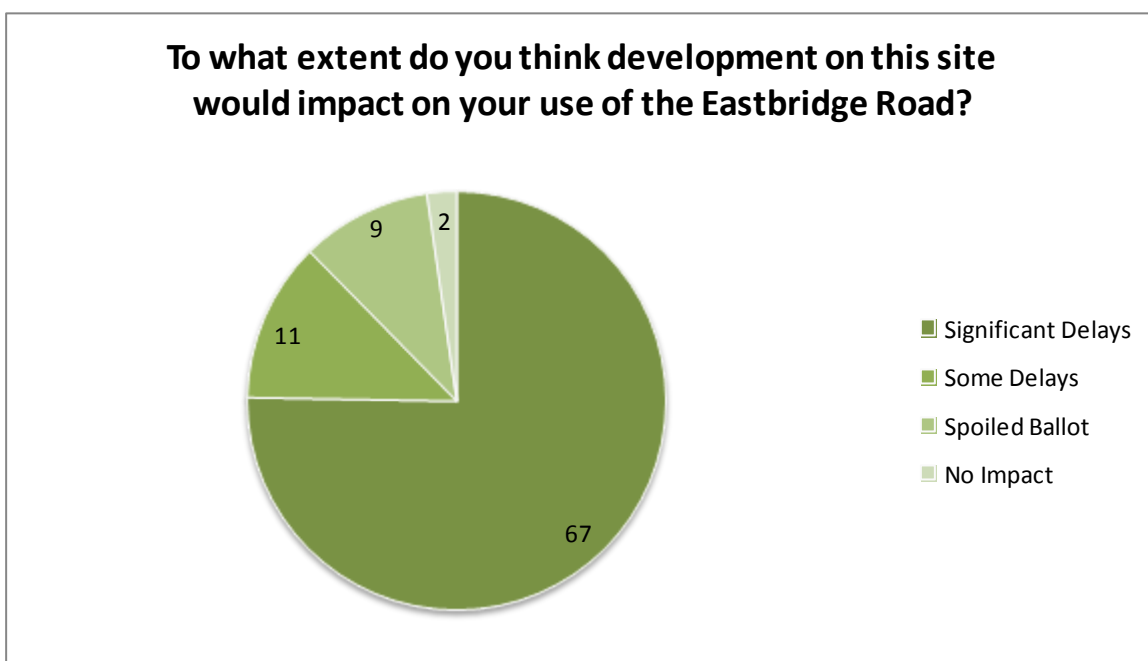
**3. Would you support restricting direct access/egress from the campus to the village of Eastbridge?**

There was strong support for restricting access with over three quarters of respondents stating that they would restrict access to the village of Eastbridge. About a fifth of respondents did not support such a measure.



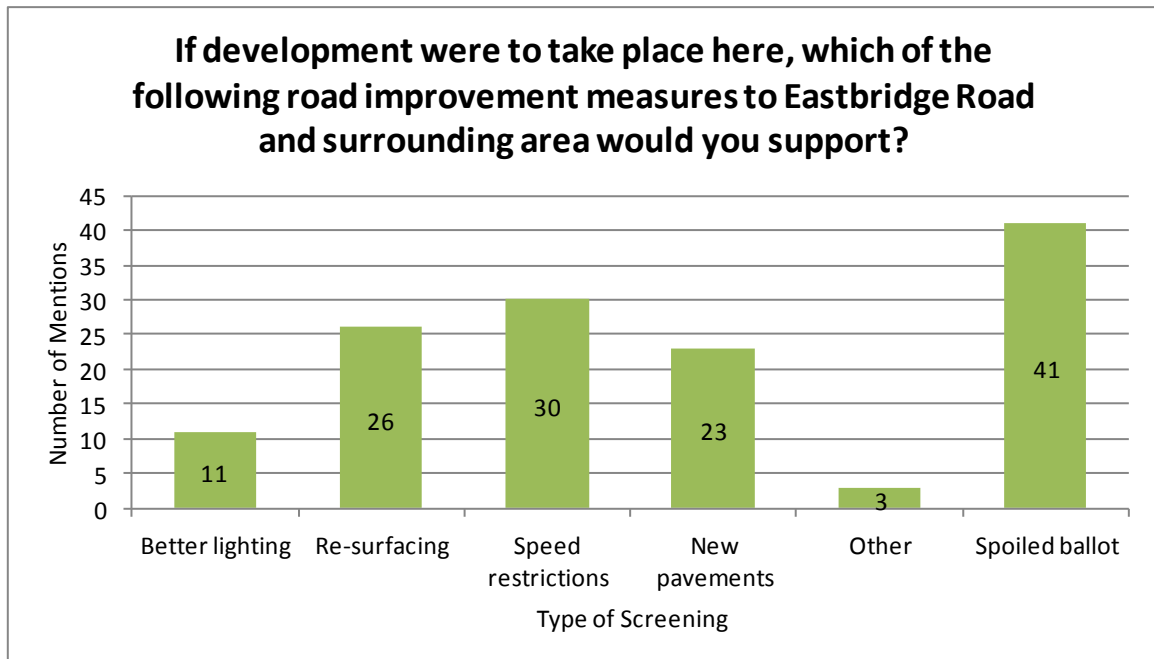
**4. To what extent do you think development on this site would impact on your use of the Eastbridge Road?**

Over 75% of respondents believed they would encounter significant delays as a result of the construction of the accommodation campus.



**5. If development were to take place here, which of the following road improvement measures to Eastbridge Road and surrounding area would you support?**

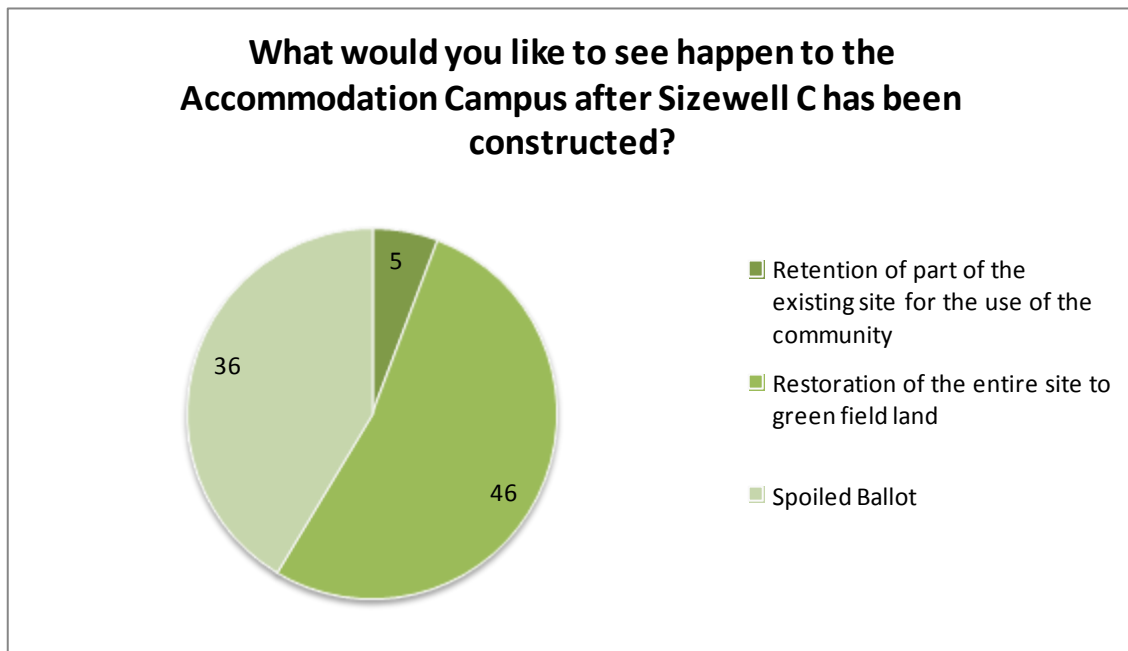
The concept of new pavements and better lighting generated similar levels of opposition and support. This may reflect the fact that the question did not specify where the lights or pavements would be positioned. Further research will be needed before a consensus on these issues can be identified.



**6. What would you like to see happen to the Accommodation Campus after Sizewell C has been constructed?**

Opinion was unanimously in favour of restoring the site to ‘green field land’. Suggestions from the very limited number who called for retention of the site included legacy housing for the local community.

Several respondents also mentioned that they had received written and verbal assurances that it would be returned to ‘green field land’ and were concerned that other options were now being considered.



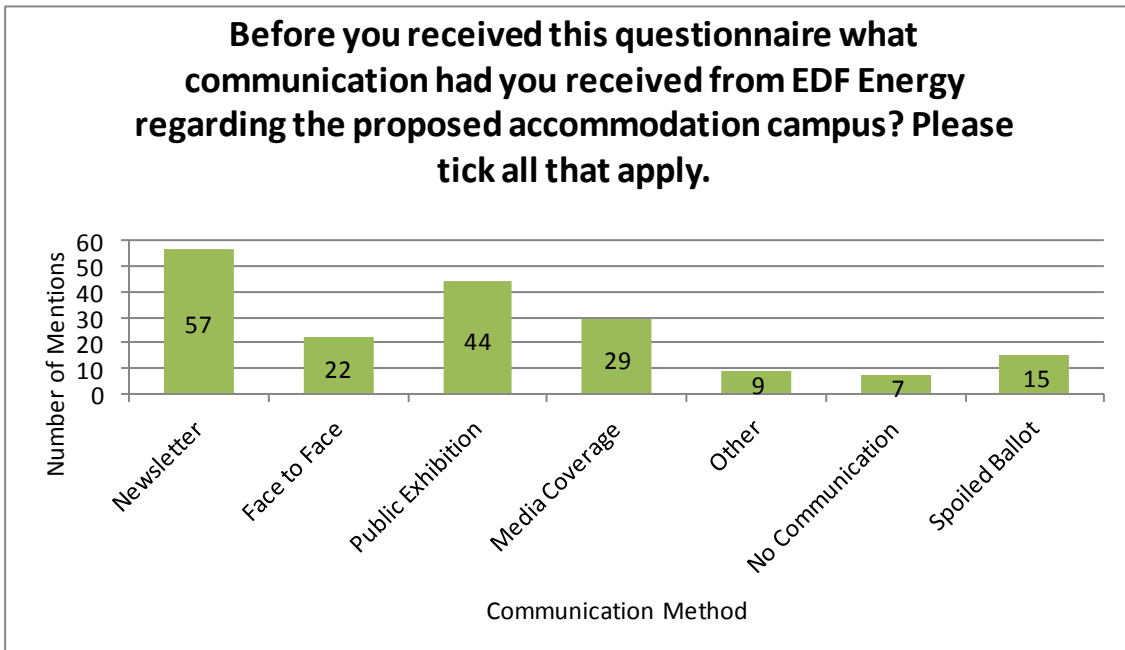
**7. Please write here any other comments or measures you would like taken to limit the impact of the accommodation campus if it were located here.**

Responses on this question tended to focus on noise and light restrictions that should be imposed on the site. Respondents also mentioned the areas status as an AONB and an SSI, the impact the development could have on tourists, the proposed ‘D2’ bypass and concern over 600 lorry movements a day.

It is also worth noting that many respondents chose this section as an opportunity to ask why EDFE isn’t copying the dispersion accommodation model currently being used at Hinkley Point C. This was mentioned by 13 different respondents in total.

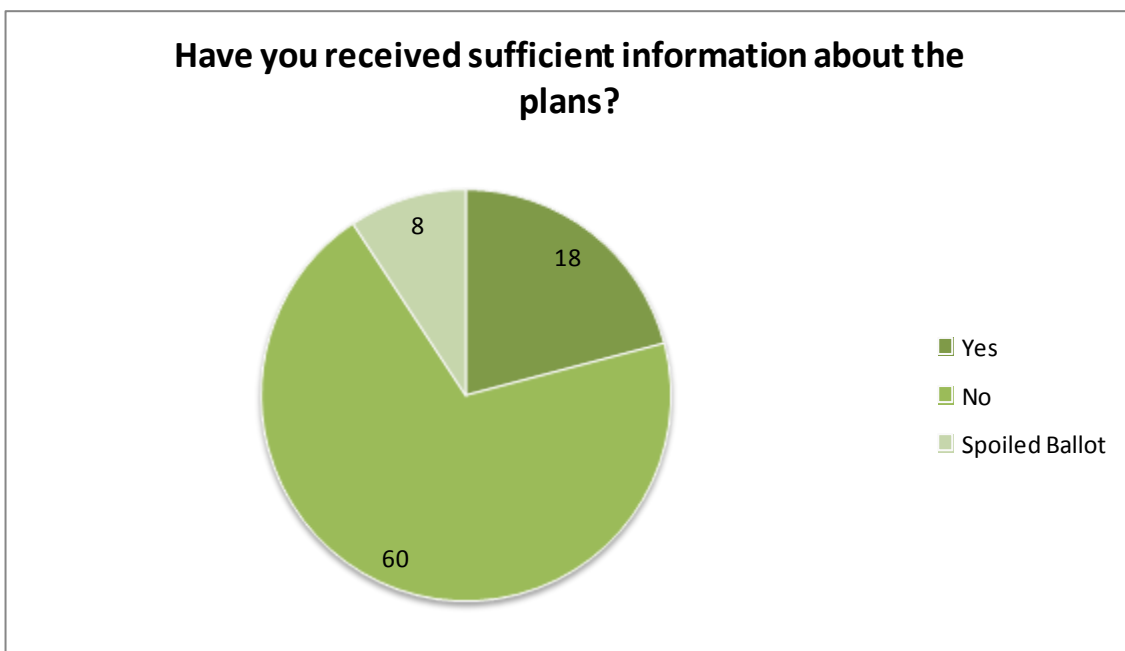
**8. Before you received this questionnaire what communication had you received from EDF Energy regarding the proposed accommodation campus? Please tick all that apply**

In keeping with similar groups, Theberton and Eastbridge residents’ principal contact with EDFE was through newsletters. Public exhibitions were also quoted extensively by respondents, with a higher proportion of respondents attending public exhibitions than in other areas.



**9. Have you received sufficient information about the plans?**

Three quarters of respondents believed that they had not received enough information. However no suggestions were made as to what extra information EDFE could provide.



**10. What would be your preferred method of being kept up to date with EDFE’s plans for an accommodation campus? Please tick all that apply.**

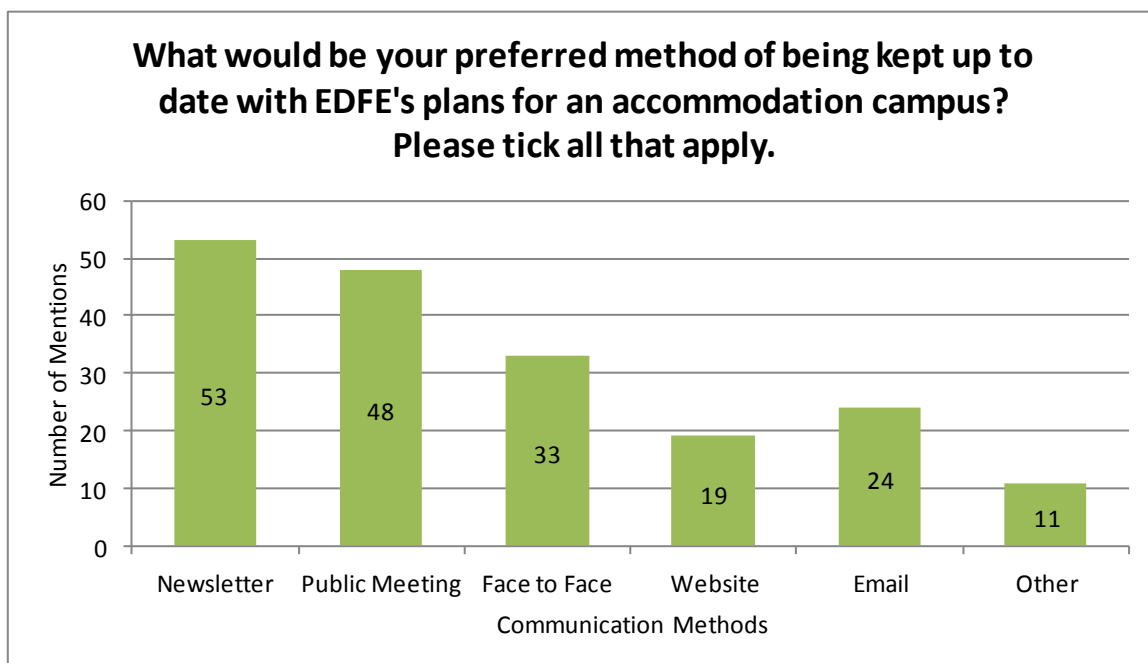
Similar to other areas, there was a strong preference for newsletters. There was also a strong preference for face to face interactions such as one on one conversations or public exhibitions.

Some respondents were quick to criticise EDFE for their inability to engage with respondents on several accounts. These included failing to explain why accommodation wasn’t being dispersed like as is the case at Hinkley Point C and why the accommodation campus wasn’t being constructed in more populous areas like Ipswich and Lowestoft. EDFE were also criticised for failing to address issues brought up in a Theberton and Eastbridge Action Group on Sizewell (TEAGS) leaflet.

*‘Why not spread accommodation or use existing space next to Sizewell C?’*

*‘Why can’t you (EDFE) address all issues addressed in the Theberton and Eastbridge Action Group on Sizewell (TEAG) leaflet?’ (a copy of the leaflet was attached to the questionnaire)’*

*‘I recommend multiple accommodation e.g. Lowestoft and Ipswich which can more readily absorb these numbers and can become legacy housing. Plus accommodation next to station, not 4km. Why have you abandoned the Hinkley accommodation model and proposed such a monstrosity for Sizewell/Eastbridge’*





In addition there were nine carefully composed letters which addressed the issues in considerable detail or specifically requested a direct response. These have been passed directly to Tom McGarry at EDFE's office in Leiston for him to respond to on an individual basis.



Appendix C.9      Sizewell C Questionnaire Research – Marlesford and Campsea  
Ashe  
(August 2014)



# Sizewell C Questionnaire Research

**August 2014**

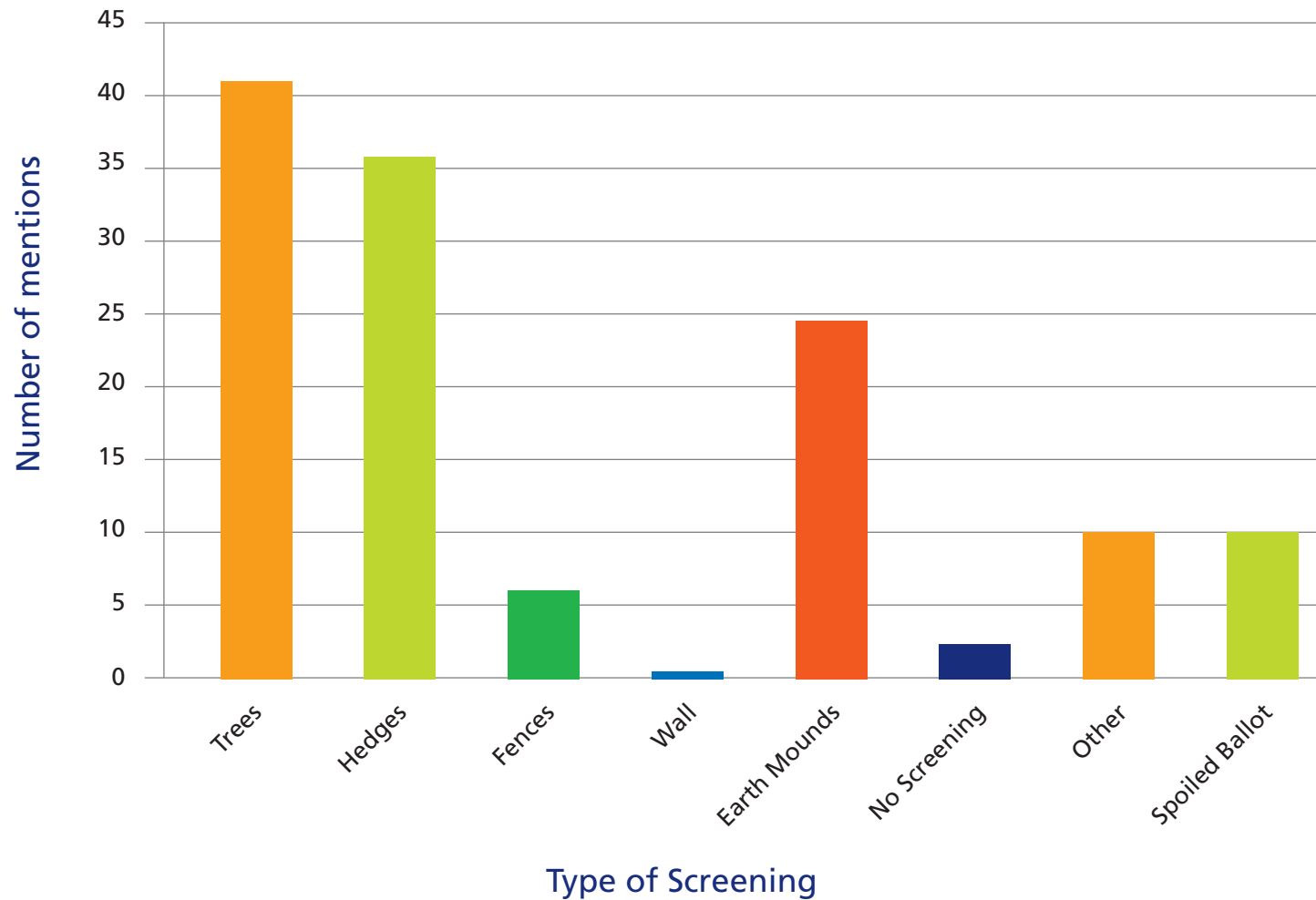
Questionnaires were sent to residents of Campsea Ashe and Marlesford, parishes surrounding the Park and Ride South, Wickham Market option.

The questionnaires were answered confidentially and the remarks are not attributable to any named individual.

There were 296 sent to the residents and businesses of the two parishes, and 70 responses were received. named individual. surrounding the Park and Ride South, Wickham Market option.

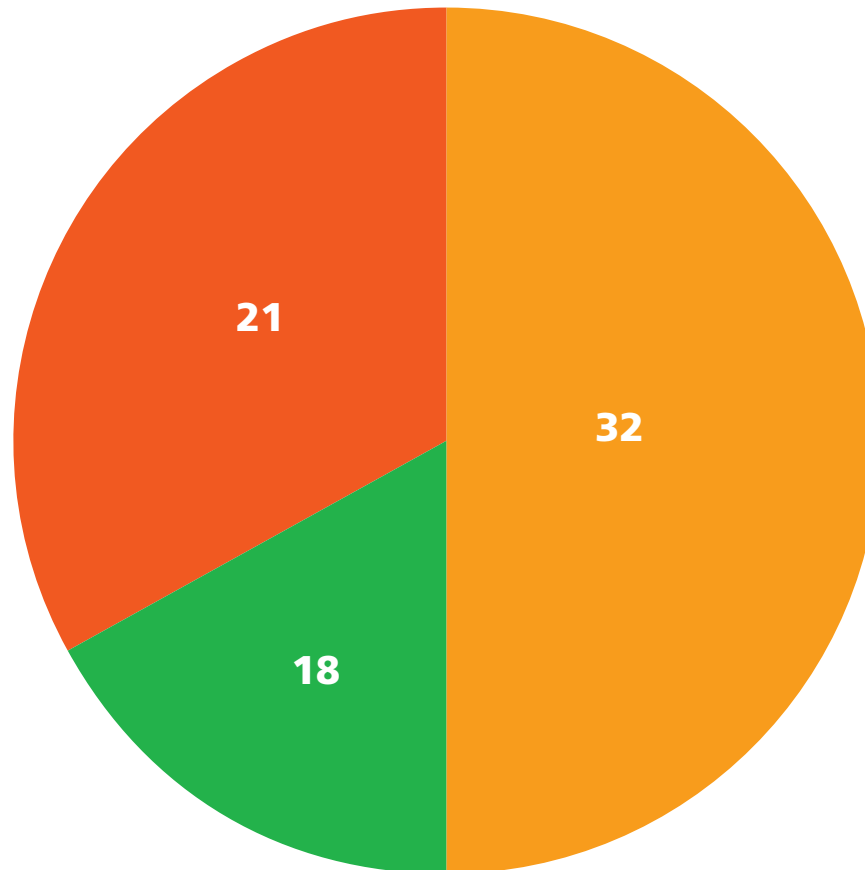


**Q1. If this development went ahead on this site how would you suggest the site was screen from view?**



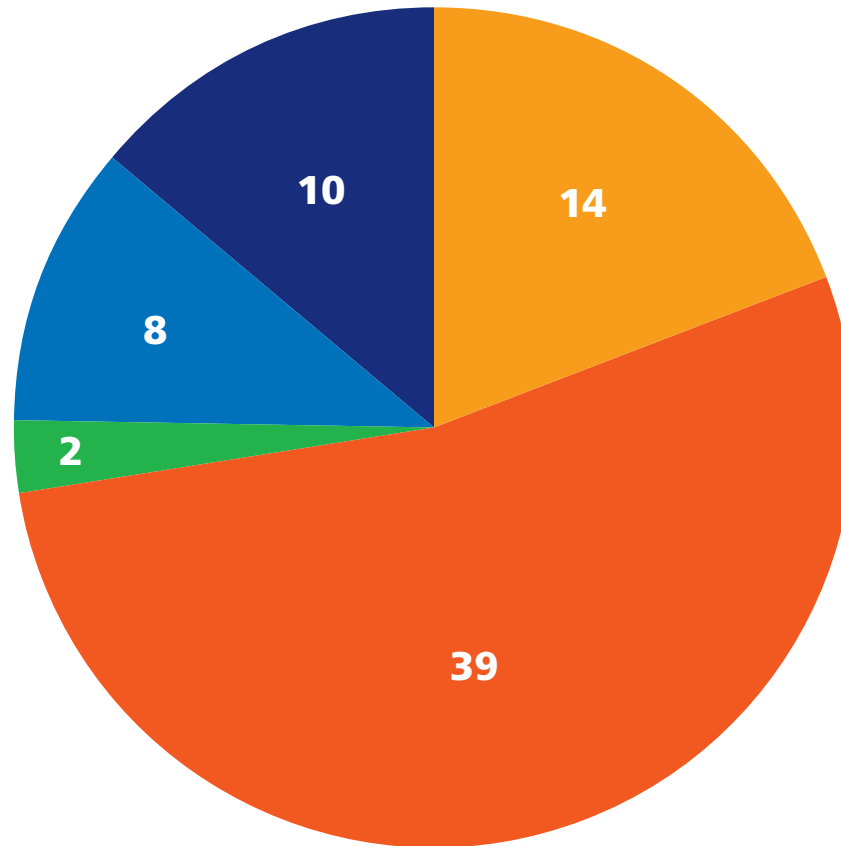
**Q2. How would you like to see the exit and entry points for vehicles configured?**

- Entry and exit points as shown
- Spoiled Ballot
- Other

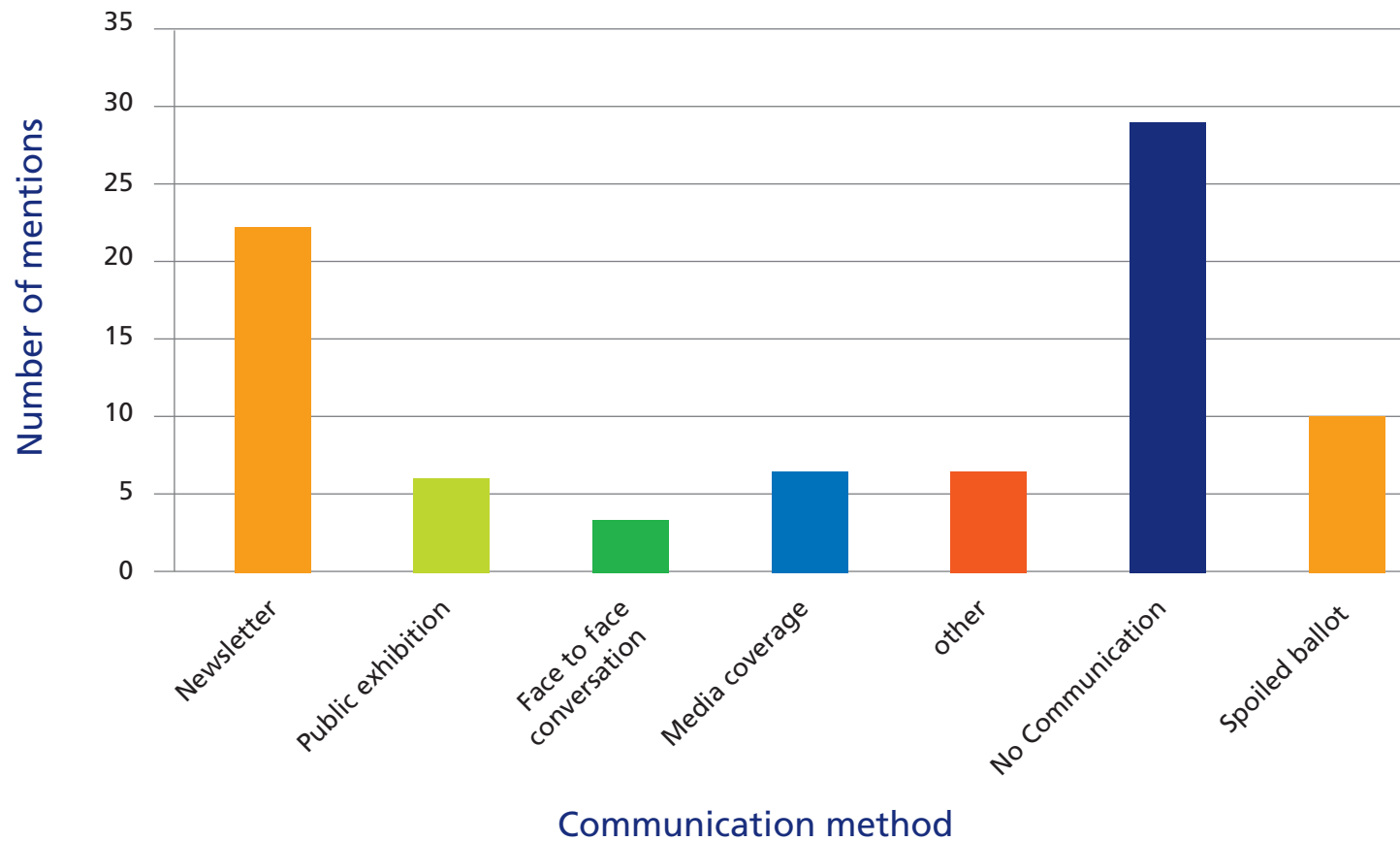


### Q3. What would you like to see happen to the park and ride after Sizewell C has been constructed?

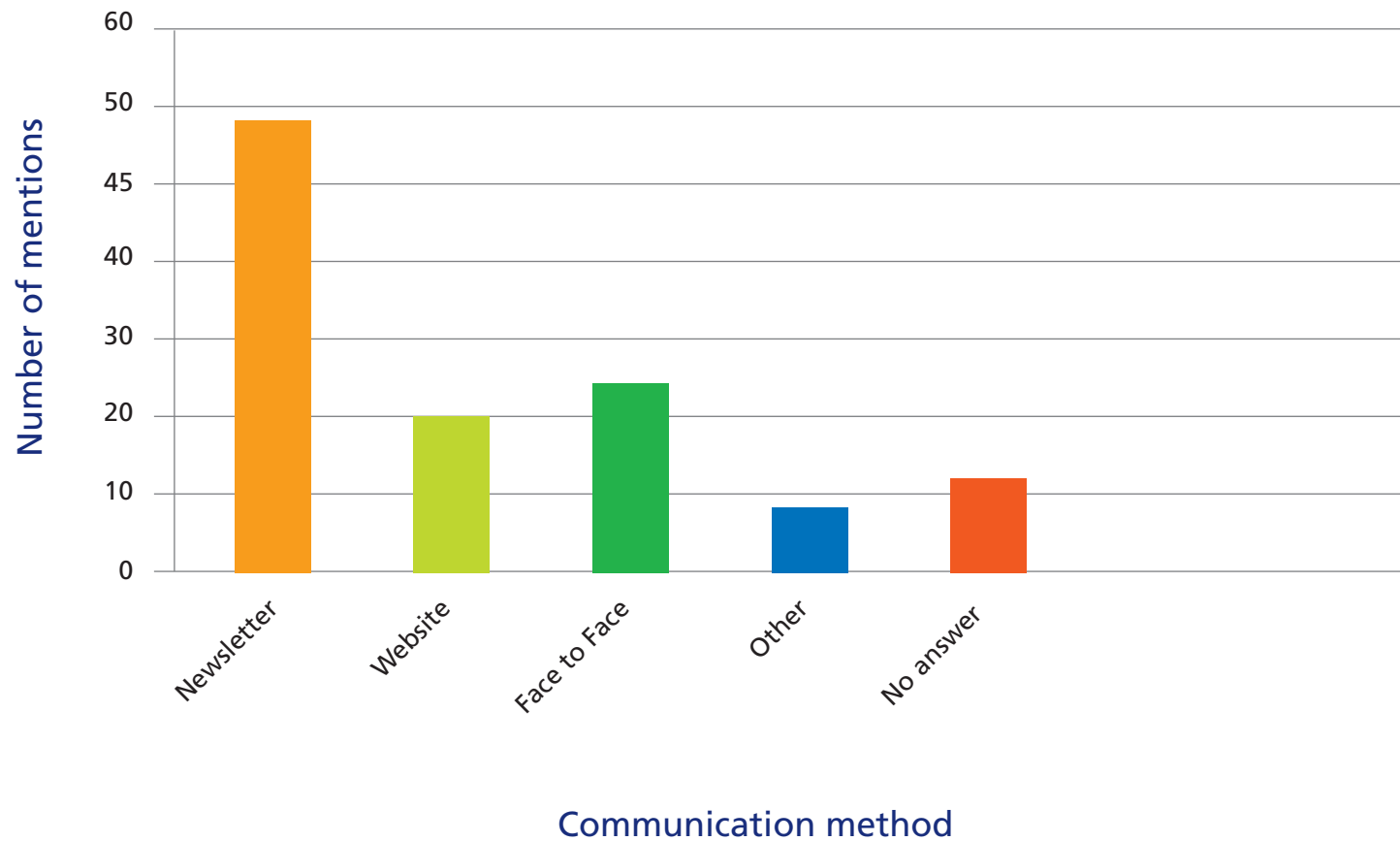
- Conversion to recreational use for local residents
- Restoration of the entire site to green belt land
- Designation of the site for other development
- Other
- No answer



**Q4. Before you received this questionnaire, what communication had you received from EDF Energy regarding the proposed park and ride?**



**Q5. What would be your preferred method of being kept up to date with EDF Energy's plans for a park and ride?**

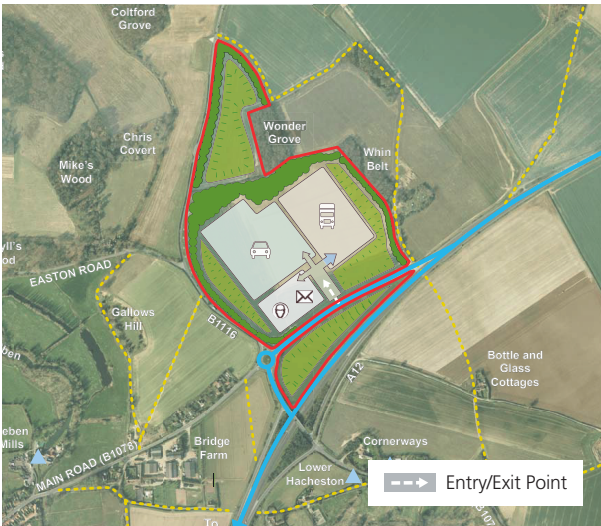


# EDF Energy Sizewell C

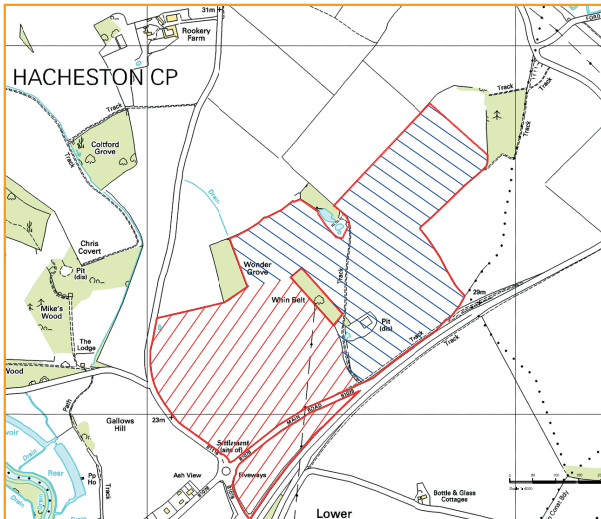
## Park and Ride South – Proposed Development



EDF Energy has identified a site in the parish of Hacheston, to the north of Wickham Market, as a lead site for a southern park and ride facility for the Sizewell C project.



The plan to the left shows the layout of the park and ride facility as presented in November 2012 at Stage 1 consultation.



Since then there has been material of archaeological interest found within the site boundary (the area hatched red on the map to the left). Therefore we extended the investigative work on land to the east of the current site (land hatched in blue). This extended area is the subject of further study and **we do not intend to develop the whole area as a park and ride facility.**