



The Sizewell C Project

5.13 Community Impact Report

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Executive Summary

SZC Co. is proposing to build a new nuclear power station, Sizewell C, at Sizewell on the Suffolk coast, approximately half way between Lowestoft and Felixstowe, to the north-east of the town of Leiston. Once operational it would generate enough electricity to supply approximately six million homes.

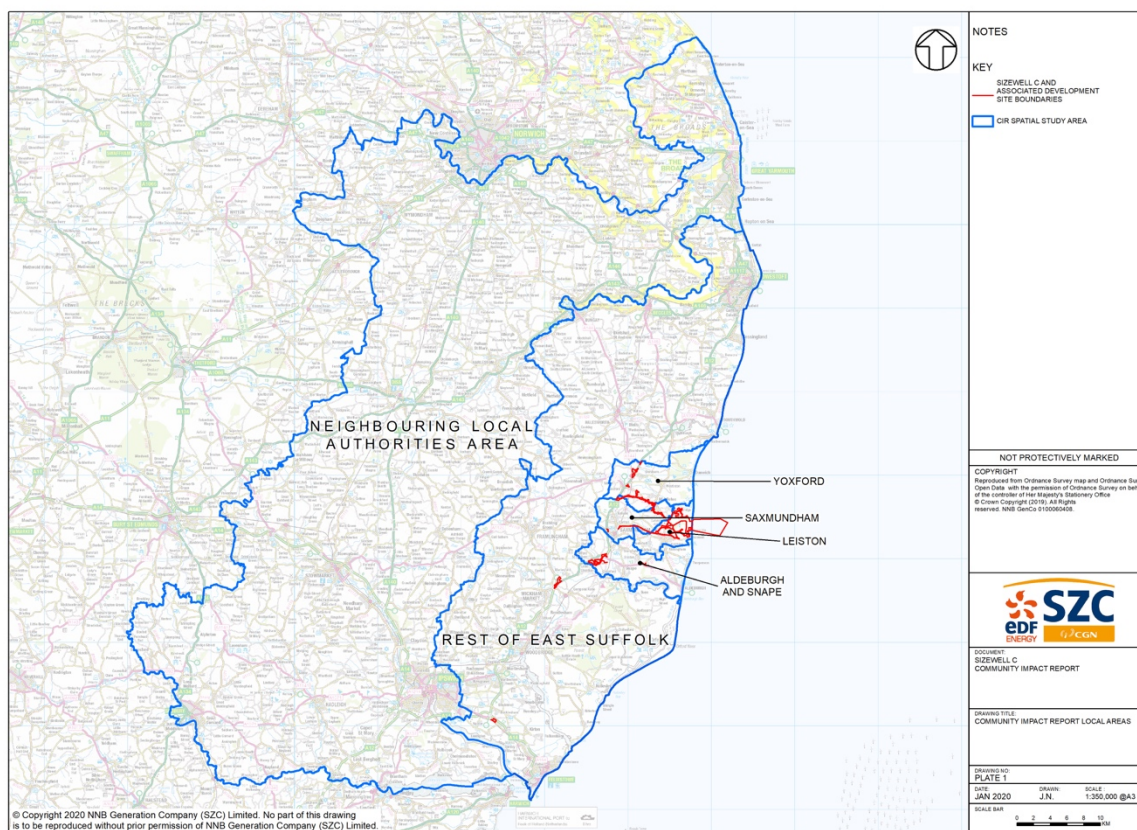
The effects of the Sizewell C Project during its construction and operation have been assessed as part of the application for development consent. This Community Impact Report draws together the conclusions of these assessments and sets out in one place the effects the Sizewell C Project is likely to have on local communities.

It considers effects on communities across the following spatial areas:

- Leiston ward area – including Leiston, Sizewell Village, Knodishall, and Coldfair Green.
- Yoxford ward area – including Middleton, Westleton, Darsham, Yoxford and Dunwich.
- Saxmundham ward area – including Eastbridge, Theberton, Saxmundham, Carlton and Kelsale.
- Aldeburgh and Snape wards area – including Aldringham, Thorpeness, Friston, Aldeburgh, Snape, Gromford, Benhall Green, and Stratford St Andrew.
- East Suffolk district (excluding the five local wards listed above).
- The five neighbouring districts – Great Yarmouth, Mid Suffolk, South Norfolk, Ipswich and Babergh.

A map of these areas is shown in **Plate E.1**. A larger version of this map is provided in **Figure 1**.

Plate E.1: Community Impact Report local community areas



The Sizewell C Project would include:

- the main development site to the north-east of Leiston – the (permanent) power station itself and temporary uses needed to support its construction, including the accommodation campus and caravan park;
- a northern park and ride at Darsham (temporary to support construction phase);
- a southern park and ride at Wickham Market (temporary);
- a two village bypass around Stratford St Andrew and Farnham (permanent);
- Sizewell link road improving the connection of the main development site with the A12 and bypassing Middleton Moor and Theberton (permanent);

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- Yoxford roundabout and a range of other highway improvements (permanent);
- a freight management facility at Seven Hills to the east of Ipswich (temporary); and
- a green rail route providing temporary rail access to the main development site and other permanent rail improvements.

The Sizewell C Project would bring **significant** benefits for communities including:

- Construction job opportunities during the 9-12 year construction period: up to 7,900 jobs at the peak of construction plus 600 jobs to manage the associated development.
- 900 permanent job opportunities in the operational power station with an additional 1,000 temporary roles during outages.
- Significant opportunities for local businesses to secure contracts to supply and service the approximately £20 billion construction project, and further opportunities when the power station is operational.
- Higher wage jobs locally – on the Sizewell C Project and in the supply chain.
- More spending in the local economy – an economic “multiplier effect” for local businesses, even those not directly associated with the Sizewell C Project.
- New modern sports facilities – a full-size 3G all weather pitch and two multi-use games areas in Leiston.
- Health and wellbeing benefits for local communities due to employment and skills opportunities and associated income generation.
- Transport improvements.
- New recreational routes including footpaths and improvements to existing routes.

SZC Co. has worked with councils in Suffolk and other stakeholders to develop a package of measures to ensure these opportunities are maximised locally – for people

and businesses. These include, for example an **Employment, Skills and Education Strategy** and a **Supply Chain Strategy** (Doc Ref. 8.9).

Measures have also been developed to plan for and manage potential disturbances to communities associated with the Sizewell C Project, most of which would occur temporarily during the construction phase:

- There would be additional traffic on local roads throughout construction. A transport strategy is proposed to minimise disturbance as far as practicable. This includes the associated development set out above which would reduce traffic levels due to the construction workforce and the use of roads by HGVs.
- Some Public Rights of Way (PRoW) and other recreational routes would be affected by the construction works and when the power station is operational. As far as practicable routes affected would be diverted along safe alternative paths.
- Some of the construction works and the new power station itself will be visible to some communities. Measures are proposed to reduce adverse visual effects where practicable.
- There will be some noise disturbance during construction. SZC Co. will follow best practice measures to address these effects as far as practicable, and a noise mitigation scheme is proposed for the most affected properties.

The package of measures proposed to enhance the benefits and minimise adverse effects of the Sizewell C Project ('mitigation measures') is an important part of the application for development consent:

- **Primary measures** – are part of the scheme design – including temporary and permanent transport and highways improvements, the accommodation campus and caravan park, a 24/7 on-site worker occupational health service, permanent new sports facilities in Leiston and project design measures including screening bunds and planting.
- **Tertiary measures** – are best practice measures including a **Code of Construction Practice (CoCP)** (Doc Ref. 8.11), **Worker Code of Conduct** and other measures set out in the **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16), **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7), **Traffic Incident Management Plan (TIMP)** (Doc Ref. 8.6), **Lighting Management Plan** (Appendix 2B of Volume 2 of the ES) and **Outline Landscape**

and **Ecological Management Plan (oLEMP)** (Doc Ref. 8.2). Plans are responsive and include inbuilt monitoring and management mechanisms.

- Secondary measures** – are set out in the application and would manage effects arising when primary and tertiary measures are taken into account. Measures include a **Community Fund, Tourism Fund, Housing Fund, Public Services Contingency Fund, Noise Mitigation Scheme, Rail Noise Mitigation Strategy** and a **Property Price Support Scheme**. These measures are summarised in the **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref 8.4).

This Community Impact Report sets out the likely significant¹ effects of the Sizewell C Project on communities, once all mitigation measures have been taken into account. These are known as residual effects.

A summary of these effects across the Community Impact Report local community areas is set out in **Table E.1**.

Table E.1: Community Impact Report areas and predicted Sizewell C residual significant effects

Area	Significant Residual Effects – Impact Topics
Leiston ward area – including Leiston, Sizewell Village, Knodishall, and Coldfair Green	Economy; Community Services (sports facilities); Transport; Health and Wellbeing; Amenity and Recreation; Landscape and Visual; Noise and Vibration; Equality.
Yoxford ward area – including Middleton, Westleton, Darsham, Yoxford and Dunwich	Economy; Community Services (sports facilities); Transport; Health and Wellbeing; Amenity and Recreation; Landscape and Visual; Noise; Equality.
Saxmundham ward area – including Eastbridge, Theberton, Saxmundham, Carlton and Kelsale	Economy; Community Services (sports facilities); Transport; Health and Wellbeing; Amenity and Recreation; Landscape and Visual; Noise; Equality.
Aldeburgh and Snape wards area – including Aldringham, Thorpeness, Friston, Aldeburgh, Snape, Gromford, Benhall Green, and Stratford St Andrew	Economy; Community Services (sports facilities); Transport; Health and Wellbeing; Amenity and Recreation; Landscape and Visual; Noise; Equality.

¹ The significance of individual effects is defined in the technical assessments in the Environmental Statement submitted with the application for development consent and is depends on size, duration, and reversibility of the effect. Generally moderate and major effects are defined as significant, and minor and negligible effects are not significant. However, professional judgement is also applied where appropriate.

Area	Significant Residual Effects – Impact Topics
East Suffolk district (excluding the five local wards listed above)	Economy; Community Services (sports facilities); Transport; Health and Wellbeing; Landscape and Visual; Equality.
The five neighbouring districts – Great Yarmouth, Mid Suffolk, South Norfolk, Ipswich and Babergh	Economy; Equality.

1 Introduction

1.1 Overview

1.1.1 Sizewell C would be a new nuclear power station on land immediately to the north of the existing Sizewell B power station. This Community Impact Report is part of SZC Co.'s application for development consent for the Sizewell C Project.

1.1.2 As a nationally significant infrastructure project, the application is made to the Planning Inspectorate after extensive consultation. This is known as a Development Consent Order (DCO) application.

1.1.3 The effects of the Sizewell C Project during its construction and operational phases have been assessed as part of the application. This Community Impact Report draws together these assessments and sets out in one place all the likely significant residual effects on specific communities. Most of the changes to local community areas, and the significant residual effects from the Sizewell C Project, are likely to occur during the construction phase which would be of 9-12 years duration.

1.1.4 The scope and approach to the Community Impact Report have been agreed with East Suffolk Council (ESC) and Suffolk County Council (SCC).

1.2 The Sizewell C Project

a) Main development site

1.2.1 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk. It would be known as Sizewell C. Once built it would provide enough electricity to supply 6 million homes (about 20% of all homes in the UK). This would support Government policy² to shift to a low carbon economy.

1.2.2 The power station would be on the Suffolk coast approximately halfway between Felixstowe and Lowestoft, to the north-east of Leiston. The **main development site** would include:

² National Policy Statement for Nuclear Power Generation (2011); Industrial Strategy, building a Britain fit for the future (November, 2017); Industrial Strategy Nuclear Sector Deal (June, 2018)

- the **main platform** - the area that would become the power station itself;
- **Sizewell B relocated facilities and National Grid land** - the area that certain Sizewell B facilities would be moved to in order to release Sizewell B land for the proposed development and the area required for the National Grid transmission network;
- **offshore works area** - the area where offshore cooling water infrastructure and other marine works would be located;
- **temporary construction area** - the area located primarily to the north and west of the proposed Sizewell Marshes Site of Special Scientific Interest (SSSI) crossing, which would be used to support construction activity on the main platform, including the accommodation campus and the part of the green rail route comprising a rail extension from the proposed B1122 (Abbey Road) level crossing and the terminal within the main development site; and
- **Land east of Eastlands Industrial Estate (LEEIE)** - the area to the north of Sizewell Halt and King George's Avenue, which would be used to support construction on the main platform and temporary construction area and also includes a caravan park.

b) **Off-site associated development**

1.2.3 The application also includes the following off-site **associated development**: This has been designed to help reduce impacts on local communities – in particular by reducing worker and freight traffic on local roads:

- permanent **sports facilities** at Alde Valley School in Leiston with shared school, community and construction worker use during construction and left as a legacy;
- a **northern park and ride** at Darsham (construction phase only);
- a **southern park and ride** at Wickham Market (construction phase only);
- a **two village bypass** around Stratford St Andrew and Farnham (permanent);

- **Sizewell link road** between the main development site and the A12 (permanent);
- **Yoxford roundabout** and a range of other **highway improvements** (permanent);
- a **freight management facility** at Seven Hills to the east of Ipswich (construction phase only); and
- a **green rail route** providing temporary rail access to the main development site and other permanent **rail improvements**.

c) **Mitigation**

1.2.4

In addition to the development itself, the application includes measures designed to enhance the potential beneficial effects and mitigate potential adverse effects:

- **Primary measures** – are part of the scheme design – including temporary and permanent transport improvements, the temporary accommodation campus and caravan park, the 24/7 on-site worker occupational health service, permanent new sports facilities in Leiston and project design measures including screening bunds and planting.
- **Tertiary measures** – are best practice measures including a **Code of Construction Practice (CoCP)** (Doc Ref. 8.11), **Worker Code of Conduct** and other measures set out in the **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16), **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7), **Traffic Incident Management Plan (TIMP)** (Doc Ref. 8.6), **Lighting Management Plan Appendix 2B of Volume 2 of the ES** and **Outline Landscape and Ecological Management Plan (oLEMP)** (Doc Ref. 8.2). Plans are responsive and include inbuilt monitoring and management mechanisms.
- **Secondary measures** – are set out in the application and would manage effects arising when primary and tertiary measures are taken into account. Measures include a **Community Fund**, **Tourism Fund**, **Housing Fund**, **Public Services Contingency Fund**, **Noise Mitigation Scheme**, **Rail Noise Mitigation Strategy** and a **Property Price Support Scheme**.

1.2.5 Further details on mitigation measures are set out in the local area chapters below.

d) [Potential effects on local communities](#)

1.2.6 The Sizewell C Project could have effects on local communities during both its construction and operational phases. The DCO application includes an assessment of these potential beneficial and adverse effects, and how the Sizewell C Project has been designed to seek to enhance beneficial effects and minimise adverse effects.

1.2.7 Some effects would be generated by the physical development listed above, while others would be ‘project-wide’ and not spatially specific – including the potential beneficial effects on the local economy due to the jobs, skills, supply chain and associated wages and spending effects generated by the Sizewell C Project.

e) [Managing uncertainty](#)

1.2.8 SZC Co. recognises that the effects and mitigation associated with the Sizewell C Project have the potential to be influenced by uncertain factors including political, legislative and policy change, economic change and local issues.

1.2.9 The approach to secondary mitigation plans for this uncertainty. Secondary mitigation measures are flexible and adaptable so that funds can be best directed to the appropriate areas, sectors and services to address any issues as they arise.

1.2.10 Project monitoring and survey information will inform the approach on how best to release, distribute and track mitigation.

1.2.11 Further information on how this would work for different elements of the proposed mitigation is set out in the local area chapters below.

1.3 [Overview of the Community Impact Report](#)

a) [Local community areas](#)

1.3.1 The Community Impact Report looks at the effects of the Sizewell C Project on local communities. Following this introduction, it is divided into six chapters looking at effects in six local areas. Each chapter brings together all effects of the Sizewell C Project in that area into one chapter.

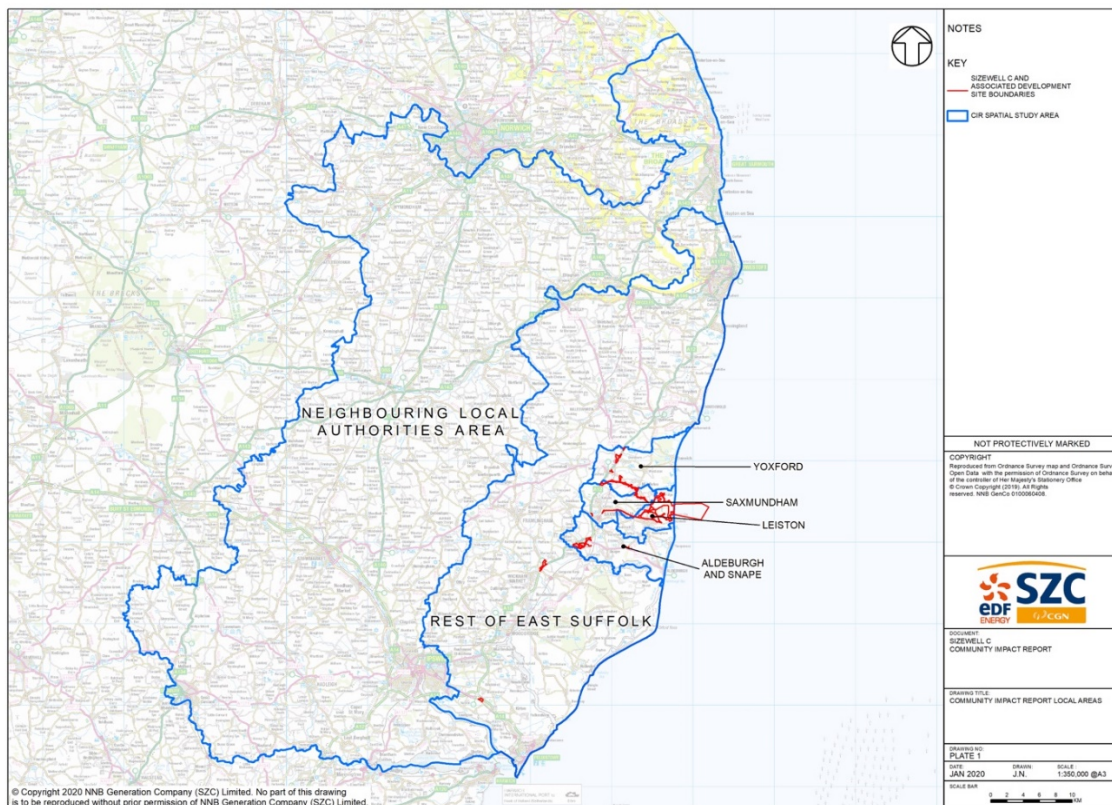
1.3.2 The areas are defined based on where communities are most likely to be affected by the Sizewell C Project. Four smaller areas close to the main

development site are considered (**Chapters 2-5** of this report). The remaining two areas are larger and communities there are expected to experience fewer effects (**Chapters 6-7** of this report).

1.3.3 The six areas are shown in **Plate 1.1** and listed below. A larger version of this map is provided in **Figure 1**:

- **Leiston** (2011 Office for National Statistics (ONS) ward area) – including Leiston, Sizewell Village, Knodishall, and Coldfair Green – **Chapter 2**;
- **Yoxford** (2011 ONS ward area) – including Middleton, Westleton, Darsham, Yoxford and Dunwich – **Chapter 3**;
- **Saxmundham** (2011 ONS ward area) – including Eastbridge, Theberton, Saxmundham, Carlton and Kelsale – **Chapter 4**;
- **Aldeburgh** and **Snape** (2011 ONS ward areas) – including Aldringham, Thorpeness, Friston, Aldeburgh, Snape, Gromford, Benhall Green, and Stratford St Andrew – **Chapter 5**;
- The **rest of East Suffolk** (East Suffolk Council local authority area, excluding the five wards above) – **Chapter 6**; and
- The **neighbouring local authorities area outer area** (including Great Yarmouth, Mid Suffolk, South Norfolk, Ipswich and Babergh districts) – **Chapter 7**.

Plate 1.1: Community Impact Report local community areas (see Figure 1 for larger version)



b) Purpose of the Community Impact Report

1.3.4 The Community Impact Report draws on the information set out in the Development Consent Order application including the technical assessments of effects to bring together in one place the effects that are considered to be relevant to local communities.

1.3.5 The six area chapters below are intended to be ‘standalone’ for readers interested in effects on their community. Each chapter sets out:

- what development (if any) will happen in the area;
- a description of what the area is like now; and
- how the area might be affected by the Sizewell C Project, including how measures will be implemented to maximise potential beneficial effects and mitigation applied to minimise potential adverse effects.

- 1.3.6 The potential effects are set out by topic area, and references are given signposting to the relevant application documents where more detailed technical information can be found if needed.
- 1.3.7 The Community Impact Report is not intended to be a full summary of the application. It focuses only on significant effects once all mitigation has been taken into account (residual effects), as they relate to local communities. It also describes some effects identified as having a perceived risk of significant impact through extensive consultation and engagement, and the measures that would be applied to avoid or reduce the risk of an effect occurring. This means some environmental topics are not summarised, where they do not directly comprise an effect on people.
- 1.3.8 Technical assessment work has indicated where effects are assessed as **significant**. The precise methodology for how significance is measured for each topic area is set out in each technical chapter of the **Environmental Statement (ES)** (Doc Ref. Book 6). But generally across all topic areas the measure of significance of an effect depends on the value or sensitivity of the baseline conditions and the size, duration, and reversibility of the change or impact. Based on this, effects are categorised as **major**, **moderate**, **minor** or **negligible**.
- 1.3.9 As a general rule, **major** and **moderate** effects are considered to be ‘**significant**’, and **minor** and **negligible** effects are considered to be ‘**not significant**’. However, professional judgement is also applied where appropriate.
- 1.3.10 SZC Co. acknowledges that some topics of interest to some local communities are not covered in this Community Impact Report, for example heritage and wildlife. An assessment of effects of all topic areas is set out in the **ES** (Doc Ref. Book 6).
- 1.4 **What happens next?**
- 1.4.1 The application has now been submitted to the Planning Inspectorate, which is an important milestone in the planning process. SZC Co. is grateful for the time and patience from communities and the contributions that have helped develop the Sizewell C Project to this point.
- 1.4.2 In the months ahead, the Planning Inspectorate will appoint an Examining Authority (a panel of Inspectors) to examine the application. The councils will prepare and publish a Local Impact Report setting out a formal response to the application. Members of the public will be invited to register as interested parties. This will entitle them to make Relevant

Representations to the Planning Inspectorate in response to the application.

- 1.4.3 Following this, DCO examination hearings will be held, coordinated by the Planning Inspectorate. Registered interested parties will be able to send written comments to the Planning Inspectorate and may ask to speak at DCO examination hearings.
- 1.4.4 Following the examination, the Inspectorate will make a recommendation to the Secretary of State on a decision over whether to consent the Sizewell C Project as proposed. The final decision will be made by the Secretary of State. Further detail on the process following submission may be found in the **Non-Technical Summary** (Doc Ref. 6.1).
- 1.4.5 SZC Co. will continue to work with the councils and other stakeholders, during the examination of the application, and beyond, with the aim of agreeing how best to implement the mitigation to avoid or reduce effects, and to ensure the Sizewell C Project can be delivered successfully, including the realisation of significant benefits for communities.

2 Leiston

2.1 Executive summary - effects of the Sizewell C Project in Leiston

2.1.1 This report brings together in one place the effects the Sizewell C Project is likely to have on local communities, and the measures that will be put in place to enhance beneficial effects and reduce or avoid adverse effects.

2.1.2 This chapter focuses on the Leiston ward area – including the communities of Leiston, Sizewell Village, Knodishall and Coldfair Green, all referred to hereafter as ‘Leiston’.

2.1.3 The Sizewell C Project would bring significant benefits:

- construction job opportunities;
- job opportunities in the operational power station;
- opportunities for local businesses to secure contracts to supply and service the Sizewell C Project;
- higher wage jobs locally – on the Sizewell C Project and in the supply chain;
- more spending in the local economy – an economic “multiplier effect” for local businesses, even those not directly associated with the Sizewell C Project;
- new modern sports facilities – a full-size 3G all weather pitch and two multi-use games areas;
- health and wellbeing benefits for local communities due to economic opportunities;
- transport improvements and new and improved recreational routes.

2.1.4 SZC Co., the councils and other stakeholders have worked together to develop a package of measures to ensure opportunities offered by the Sizewell C Project are maximised for local people and businesses.

2.1.5 SZC Co. has also worked with the councils and other stakeholders to assess and plan for the following potential disturbances, most of which would be temporary during the construction phase:

- Some of the construction works and the new power station itself will be visible to some communities in Leiston. Construction measures (such as screening and landscaping) and the layout of the site itself have been designed to be as sympathetic as practicable to the surroundings.
- There will be additional traffic using local roads throughout the construction phase. A transport strategy will be put in place to minimise disturbance as far as practicable and funding is earmarked for public realm, pedestrian and cycle improvement projects in Leiston to increase its attractiveness and use by pedestrians and cyclists.
- There will be some noise disturbance during construction. SZC Co. will follow best practice and make every effort to minimise noise effects as far as practicable – further information about how SZC Co. would do this is set out below, and includes methods of working as well as physical barriers to reduce noise at its source.
- Some recreational walking routes will be diverted or permanently closed.

2.1.6 SZC Co. will continue to work with the councils and other stakeholders, during the examination of the application, and beyond, with the aim of agreeing how best to implement the mitigation to avoid or reduce effects, and to ensure the Sizewell C Project can be delivered successfully, including the realisation of significant benefits for communities.

2.2 Introduction

a) Leiston ward area

2.2.1 This chapter sets out the expected effects of the Sizewell C Project in Leiston and the project-wide effects relevant to the area.

2.2.2 Leiston ward area (defined by the Office for National Statistics (ONS) definition of the ward area in 2011, as shown in **Plate 2.1**, with a larger version provided in **Figure 2**) includes the communities of Leiston, Sizewell Village, Knodishall, and Coldfair Green, all referred to hereafter as ‘Leiston’.

b) The Sizewell C Project

2.2.3 SZC Co. is proposing to build a new nuclear power station at Sizewell in Suffolk. It would be known as Sizewell C. Once built it would provide enough electricity to supply 6 million homes (about 20% of all homes in the

UK). This would support Government policy³ to move to a low carbon economy.

2.2.4

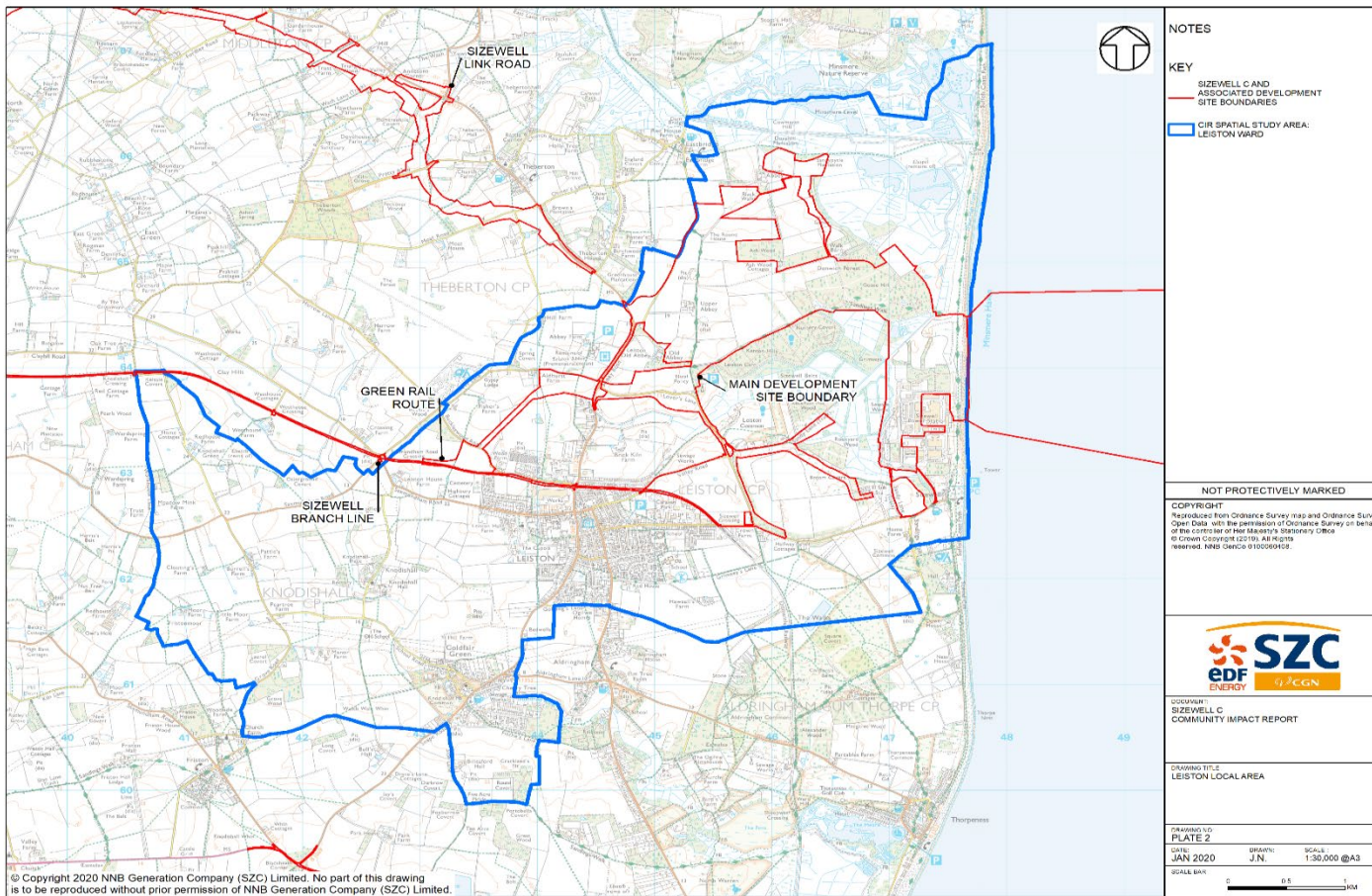
As well as the power station (and temporary use of land to support its construction) within the ‘main development site’, the Sizewell C Project would include a number of off-site ‘associated developments’ to support its construction, as set out in **Section 1** above.

c) The structure of this chapter

- **Section 2.3** summarises the development that would happen in Leiston.
- **Section 2.4** provides an overview of the characteristics of the existing community in Leiston.
- **Section 2.5** sets out a summary of the consultation activity of relevance to Leiston.
- **Section 2.6** outlines the likely significant effects of the Sizewell C Project on Leiston by topic area.
- **Section 2.7** sets out a summary of the significant effects in Leiston and provides wayfinding to further information.

³ National Policy Statement for Nuclear Power Generation (2011); Industrial Strategy, building a Britain fit for the future (November, 2017); Industrial Strategy Nuclear Sector Deal (June, 2018)

Plate 2.1: Leiston ward area, main development site and associated development (see Figure 2 for larger version)



2.3 Development in Leiston

a) Introduction

2.3.1 This section sets out the development that would happen in Leiston and the project-wide effects relevant to the area.

b) Development in Leiston

2.3.2 The following development would happen in Leiston:

- The main development site including:
 - the **main platform** - the area that would become the power station itself;
 - **Sizewell B relocated facilities and National Grid land** - the area that certain Sizewell B facilities would be moved to in order to release Sizewell B land for the proposed development and the area required for the National Grid transmission network;
 - **offshore works area** - the area where offshore cooling water infrastructure and other marine works would be located;
 - **temporary construction area** - the area located primarily to the north and west of the proposed Sizewell Marshes Site of Special Scientific Interest (SSSI) crossing, which would be used to support construction activity on the main platform, including the up to 2,400 bed accommodation campus and the part of the green rail route comprising a rail extension from the proposed B1122 (Abbey Road) level crossing and the terminal within the main development site. A site entrance roundabout on the B1122 would provide access to the accommodation campus and the rest of the temporary construction area;
 - **Land east of Eastlands Industrial Estate (LEEIE)** - the area to the north of Sizewell Halt and King George's Avenue, which would be used to support construction on the main platform and temporary construction area and also includes a 400 space caravan park;
 - New permanent, shared (between workers, school and community) **sports facilities at Alde Valley School** (a full-size 3G football pitch and two multi-use games areas (MUGAs)); and

- Parts of the temporary extension of the existing Saxmundham to Leiston branch railway line into the main development site (**‘the green rail route’**).

2.3.3 **Plate 2.1** shows the parts of the development that would happen in Leiston. A larger version of the map is provided in **Figure 2**.

2.3.4 A full description of all elements of the development in Leiston is set out in the **Chapter 2: description of development**, of **Volumes 2 and 9** of the **ES**. All full description of all of the Sizewell C Project proposals and their predicted effects is set out in **Volumes 2-9** of the **ES**.

c) **Project-wide effects of relevance to Leiston**

2.3.5 In addition to the development that would happen in Leiston, there are elements of the Sizewell C Project that are not specific to one particular area (project-wide effects) that would also affect Leiston. These include:

- **Economic effects** – caused by the investment involved in building the Sizewell C Project.
- **Community effects** – effects associated with the new sports facilities in Leiston.
- **Health and wellbeing effects** – health effects associated with the economic effects experienced by communities.

d) **Mitigation**

2.3.6 As set out above, in addition to the development itself, the application includes measures designed to mitigate potential adverse effects and enhance potential beneficial effects.

2.3.7 **Primary (project design-based) mitigation measures** are in-built elements of the Sizewell C Project. In Leiston, these include:

- the up to 2,400 bed accommodation campus which would include a gym, restaurant, bar and informal recreation facilities and a 400 space caravan park to help avoid effects on local accommodation and manage worker behaviour;
- a 24/7 on site occupational health service to help avoid effects on local health services, including GPs;

- new sports facilities at Alde Valley school to address potential adverse effects on local services and community cohesion;
- design of the campus, caravan park and noise screening measures and landscape bunds to reduce construction disturbance;
- diversions and improvements to Public Rights of Way (PRoW); and
- various transport proposals which would minimise adverse traffic effects, such as direct bus services.

2.3.8 Tertiary mitigation and enhancement measures are elements of the Sizewell C Project that reflect industry-standard practice. The **Worker Code of Conduct** for example would help SZC Co. to manage the behaviour of construction workers both on-site and in the local community including in Leiston.

2.3.9 Secondary mitigation measures include financial contributions and monitoring and management plans that would mitigate adverse effects that either remain when primary and tertiary measures have been implemented, or arise as a result of social, political or economic changes outside of the ability of the Sizewell C Project to predict. These measures include the **Community Fund, Housing Fund, Tourism Fund and Public Services Contingency Fund**.

2.3.10 Further detail on mitigation measures relevant to communities in Leiston is set out below.

2.4 Leiston today

a) Spatial context

2.4.1 Leiston ward area is shown in **Plate 2.1**, with a larger version of the map provided in **Figure 2**. The ward is in East Suffolk Council local authority area. It is bounded by Yoxford ward to the north, the North Sea to the east, Aldeburgh ward to the south, and Snape and Saxmundham wards to the west.

b) People, jobs and homes⁴

- 2.4.2 Leiston ward includes the communities of Leiston, Sizewell village, Knodishall and Coldfair Green. It had a population of 6,515 people in 2018, across an area of 2,512 hectares – with a population density of 2.6 people per hectare. Over half of residents (58%) are working-age, just over a quarter are aged 65 or over (26%), and the remainder are children aged 0 to 15.
- 2.4.3 Leiston’s population grew by 2.9% over the 5 years 2013-2018 – this was in line with the growth across East Suffolk over the same period (2.8%).
- 2.4.4 The ward’s population is relatively dynamic – with people moving in and out of the area. Approximately 370 residents moved into the ward in the 2011 Census year for example, and jobs turned over at an estimated rate of approximately 390-520 jobs per year in 2019.
- 2.4.5 This high level of dynamism could be linked to the strength of the tourist sector (12% of jobs in Leiston) and agriculture sector – both of which rely on a seasonal and migratory workforce.
- 2.4.6 There are approximately 2,500 jobs based in Leiston, with this number having changed little over the last 5 years. Latest data on claimant count rates shows approximately 2% of working-age Leiston residents (75 people) are unemployed and claiming benefits.
- 2.4.7 There are 333 bedspaces for tourists in Leiston – most of these (295) are in caravans and campsites. There are 1,124 bedspaces in the private rented sector, and 1,339 in the owner-occupied sector. In total there are an estimated 921 unoccupied (vacant) bedrooms in Leiston.
- 2.4.8 Suffolk’s Hidden Needs Report⁵ identifies pockets of high levels of deprivation and disadvantage across Suffolk that is not reflected in national statistics, including poor access to broadband, income deprivation, and low levels of qualifications. It notes areas around Leiston are some of the most deprived in Suffolk.

⁴ This data is extrapolated from the baseline assessment set out in the Socio-economic chapter of the ES (Volume 2 Chapter 9) and is based on a number of sources including ONS 2011 Census data, ONS Mid Year Population Estimates, and the Business Register and Employment Survey. A full list of sources and references is included in Volume 2 Chapter 9 of the ES.

⁵ University of Suffolk, 2016. Hidden Needs in Suffolk 5 years on 2011-2016.

c) Community facilities

- 2.4.9 There are 420 places at Leiston primary school, 292 of which are filled, 105 places at Coldfair Green Community Primary, all of which are filled, and 560 places at Alde Valley secondary school, 394 of which are filled. Alde Valley School also provides education for 16-18 year olds.
- 2.4.10 There is one GP surgery (Leiston Surgery) in Leiston. There is also a pharmacy, a dentist surgery and an optician service.
- 2.4.11 Leiston has other community facilities including a local library, four community halls, and 13 facilities used for sport and leisure including sports pitches, a leisure centre, and a recreation ground.

2.5 Consultation

- 2.5.1 From 2008, there has been a thorough consultation process to engage local people, and other stakeholders in the process of planning the power station and associated development.
- 2.5.2 The formal consultation process has been spread across four stages, with the first formal stage of consultation running from November 2012 to February 2013; Stage 2 between November 2016 and February 2017; Stage 3 consultation between January 2019 and March 2019; and Stage 4 from July to September 2019.
- 2.5.3 Between formal stages of public consultation the team based at the Sizewell C Information Office in Leiston has met many individuals and organisations to discuss the Sizewell C Project. The team preparing the Environmental Impact Assessment (EIA) and associated strategies has also held meetings of relevance to this Community Impact Report including with service providers (emergency services; healthcare and public health; skills, education and supply chain; social services and housing).
- 2.5.4 Consultation feedback from stakeholders and communities has influenced the choice of site options and scheme layout, the design of the development, proposed mitigation measures, and the approach to community consultation throughout the evolution of the Sizewell C Project.
- 2.5.5 Consultation responses were made by a number of organisations and individuals based in Leiston, including: Leiston-cum-Sizewell Town Council, Leiston Business Association, Leiston Community Land Trust, Leiston Labour Party, Pro Corda Trust, Sizewell Parishes Liaison Group, Sizewell Residents' Association, Together Against Sizewell C, the B1122 Action Group, Save our Sandlings, and Sandlings Safer Cycling Group.

2.5.6 Issues raised included:

- The effect on roads, transport services, footpaths, access and recreational routes.
- The effect on community facilities, services, and accommodation and housing locally, including potential for additional demand from workers.
- Education, training, employment and supply chain opportunities and wider impacts on the local economy including local businesses.
- Effects on local residents, including visual impacts, noise, vibration, air quality, community safety and health impacts.
- Effects on tourism.

2.5.7 A full summary of responses to all stages of the consultation and how the Sizewell C Project design and mitigation has evolved in response is set out in the **Consultation Report** (Doc Ref. 5.1).

2.6 How Leiston might be affected by the Sizewell C Project

a) Overview

2.6.1 The section is organised to set out the significant effects of the Sizewell C Project in Leiston. Effects are set out under the following topic areas:

- People, jobs and homes – Sections b-e.
- Transport – Section f.
- Health and Wellbeing – Section g.
- Amenity and Recreation – Section h.
- Landscape and Visual – Section i.
- Noise and Vibration – Section j.
- Air Quality – Section k.

- Equality – Section l.
 - Cumulative and inter-relationship effects – Section m.
- 2.6.2 A summary of all significant effects in Leiston, after mitigation is taken into account (residual effects), is set out in **Section 2.7** of this report.
- b) **People, jobs and homes – economic effects**
- i. **Overview**
- 2.6.3 Over an estimated construction period of 9-12 years, and operating lifetime of around 60 years, the Sizewell C Project will provide: jobs; supply chain opportunities that could support development and growth of local firms; skills development opportunities; spending effects that will benefit the wider economy; and productivity benefits.
- 2.6.4 SZC Co. has worked with the local authorities, the New Anglia Local Enterprise Partnership (NALEP), the Suffolk Chamber of Commerce and other stakeholders to design measures to maximise the economic benefits of the Sizewell C Project. Many measures draw on lessons learnt from the construction of Sizewell B and Hinkley Point C.
- ii. **Jobs, skills and education effects – construction phase**
- 2.6.5 The number of workers needed to construct the Sizewell C Project would vary over the construction period. At the peak of construction (approximately year 7 of construction) up to 7,900 workers, plus 600 associated development staff would be needed.
- 2.6.6 Up to 2,410 workers would be recruited from existing local residents (living within 90 minutes of the main development site). Some of these would be expected to be existing Leiston residents. Some would have been unemployed before working on the Sizewell C Project.
- 2.6.7 These job opportunities and effects on levels of unemployment, economic inactivity and productivity would be a **significant beneficial effect** for the local area.
- 2.6.8 Employment, skills and education benefits during construction would be supported by the following:
- An **Employment, Skills and Education Strategy** (Doc Ref. 8.9) setting out measures intended to leave a long-term legacy locally – including: implementing a **Sizewell C Jobs Service** and partnership

working with existing employment schemes in the region to support recruitment of local people. This will include focusing on ‘hard to reach’ individuals, those without a job or with spare capacity for work. It would also help to minimise instances where the Sizewell C Project may result in roles in existing firms becoming harder to fill.

- **Skills initiatives** accessible to local people and complementary businesses in the local supply chain, including in Leiston. A flexible **asset skills enhancement and capability fund** for example would support colleges and skills providers to build on existing assets and help deliver the skills needed for the Sizewell C Project. Funding for a **Regional Skills Coordinator** post would provide an interface between the Sizewell C Project and skills providers to plan for and coordinate skills training requirements.
- Ongoing **education interventions** including measures that bridge the gap between school and employment on the Sizewell C Project. Sizewell B already has an established and successful programme working with local schools to promote careers in the energy sector, and raise aspirations generally – SZC Co.’s strategy will enhance this activity.
- Resources on education will be particularly focused in areas of higher social deprivation and lower social mobility. The **Young Sizewell C** programme will aim to build awareness of the employment opportunities associated with the Sizewell C Project among young people. The Sizewell C Project will also create a **Bursary Scheme** to support the creation of alternative pathways into work on the Sizewell C Project for those that have not reached the required entry level.

iii. Jobs, skills and education – operational phase

- 2.6.9 When the power station is operational, there would be around 900 people working there. An estimated 370 permanent operational jobs would be taken by existing residents living within 25 miles of the power station.
- 2.6.10 During outages this would increase by a temporary workforce of approximately 1,000 (every 18 months per unit, for approximately two months), of which around 850 would be non-home-based.
- 2.6.11 It is not possible to estimate how many jobs would be taken by existing residents in Leiston specifically – but overall the additional local jobs would be a **significant beneficial effect** of the Sizewell C Project over its 60-year operational phase.

iv. Business supply chain opportunities – construction and operational phases

2.6.12 The estimated value of the construction of the Sizewell C Project is £20 billion. This includes the cost of the necessary goods, services and materials, and wages for construction workers.

2.6.13 At Hinkley Point C, £1.55 billion of contracts had been committed with local / regional companies by the end of 2018, with £981 million already spent. It is anticipated that Sizewell C could deliver similar levels of local and regional spend in the East of England region.

2.6.14 The business, supply chain and spending benefits would be supported by the following mitigation measures:

- **Sizewell C Supply Chain Team and Supply Chain Portal** – a partnership between SZC Co. and Suffolk Chamber of Commerce is engaging with local businesses and will continue to do so to support them to win contracts for the supply of goods and services to deliver the Sizewell C Project.
- **Local supply chain monitoring** – SZC Co. would monitor the award of contracts on the Sizewell C Project and report on local / regional spend.
- The local supply chain and related industries would be expected to benefit further from the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) which would raise skills and education levels across the local workforce and provide legacy skills benefits locally.

2.6.15 When construction is complete and the power station is operational, there will be opportunities for local businesses to gain contracts to support the operation of the power station, providing long-term economic benefits over its 60-year lifetime.

2.6.16 The benefits for the supply chain and procurement of goods would be a **significant beneficial effect** for the regional economy during both construction and operational phases. Although not possible to quantify the effect at a local ward level, a proportion of this spending and opportunities for skills development could benefit local businesses in Leiston.

v. Wages and spending effects – construction and operational phases

2.6.17 The boost to local spending on food and accommodation specifically over the duration of the construction phase of the Sizewell C Project is estimated

to be just under £1.1bn (an average of £91 million per year over 12 years). This would be a **significant beneficial effect** locally and regionally. A proportion of this spending would be expected to benefit services and accommodation providers in Leiston ward.

2.6.18 Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs. It is not possible to quantify this effect at Leiston ward level, but overall it would be a **significant beneficial effect**.

vi. [Effects of transport on businesses – construction and operational phases](#)

2.6.19 The package of road safety and other improvements put forward in the **Transport Assessment** (Doc Ref. 8.5) would not only benefit the proposed Sizewell C Project, but would also provide a lasting legacy to residents of the surrounding towns and villages. In particular, the Sizewell link road will relieve traffic on the B1122 and provide a more direct high quality route to Leiston, whilst SZC Co. also proposes to contribute towards town centre traffic management measures in Leiston.

2.6.20 No significant additional delays to traffic on routes that would affect the movement of people, or the delivery of goods are expected to arise as a result of the Sizewell C Project.

2.6.21 SZC Co. notes that in some instances, due to changes to the road network associated with the scheme, businesses may perceive a loss of passing trade, or severance which they may consider affects their business models. SZC Co. has carefully considered each of the elements of physical mitigation associated with changes to the transport network to create an overall network that limits significant effects on travel.

vii. [Effects on tourism and visitors – construction phase only](#)

2.6.22 **Volume 2, Chapter 9** (Socio-economics) of the **ES** sets out a detailed assessment of the potential impacts on tourism, including the results of a tourism survey commissioned by SZC Co. and undertaken by Ipsos MORI to understand the potential effects of the Sizewell C Project.

2.6.23 The assessment draws on the tourism survey; engagement with stakeholders (including the councils, NALEP, Suffolk Coast Destination Management Organisation (DMO), Visit East of England, Royal Society for the Protection of Birds (RSPB) Minsmere and National Trust Dunwich Heath); as well as previous experience of Sizewell B's construction, and current experience at Hinkley Point C which shows that there has been little

change to tourism as a result of these projects. At Hinkley Point C, a well-managed and effective Tourism Fund has been used to promote the area which is likely to have helped. SZC Co. intends to create a similar fund for the Suffolk coast. The **Tourism Fund** - secured via the Section 106 Agreement (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)) will promote the area to reduce the risk of changes in visitor behaviour related to the Sizewell C Project's construction phase. There is therefore expected to be no residual significant effect on tourism including in Leiston.

c) **People, jobs and homes – accommodation**

i. **Overview**

2.6.24 During the construction phase, some workers would be existing residents recruited from the local area, while a number are expected to move to the area temporarily to work on the Sizewell C Project (referred to as 'non-home based workers') – and will need somewhere to live.

2.6.25 At the peak of the construction an estimated 634 non-home-based workers would be living in existing housing in Leiston. This is in addition to up to 2,400 workers living at the accommodation campus and 600 at the caravan park within the main development site.

2.6.26 Some workers would be expected to buy homes in Leiston to live in during the construction (up to 107 workers at peak), 392 are expected to privately rent in Leiston, and 135 are likely to choose to stay in tourist accommodation in Leiston.

2.6.27 If suitable mitigation was not implemented, this number of workers could have adverse effects on how the private rented and tourist sectors operate in Leiston.

ii. **Mitigation measures - accommodation**

2.6.28 The following mitigation measures have been designed to reduce the significance of effects on the accommodation market, including in Leiston. There are therefore expected to be no significant residual effects on existing accommodation locally.

- A **temporary accommodation campus** would provide up to 2,400 bedspaces, and a **temporary caravan park** would provide hard-standing and facilities suitable for up to 400 caravans (estimated 600 bedspaces) for workers – reducing demand on the existing accommodation market.

- **Housing Fund** – funds would be available to assist East Suffolk Council to deliver additional accommodation, improve existing housing stock and support the effective and resilient operation of the local accommodation market, including providing housing services to local residents who need access. It would also provide funds to support tourist accommodation providers to improve, reconfigure or add stock to the area.
 - An **Accommodation Management System**, explained in detail in the **Accommodation Strategy** (Doc Ref. 8.10), would help manage the distribution of workers. SZC Co. would work with partners to develop plans to allow local landlords, tourism businesses and residents to register accommodation available for workers and enable SZC Co. and its contractors to signpost workers towards this accommodation. It would also provide information to accommodation providers. It would:
 - Collect information from workers, contractors and local accommodation providers.
 - Provide information to workers, contractors and accommodation providers, including helping providers understand opportunities to support the project’s workforce.
 - Deliver ‘one-stop-shop’ information open events for accommodation providers to brief them on the likely scale of demand from workers and required accommodation safety and quality standards, and to answer any queries from providers.
 - **Workforce surveys and monitoring** – will be carried out and data reported at regular intervals throughout the construction to monitor where workers are living and the type of accommodation they are using. This would be used to check the effectiveness of mitigation applied and allow a responsive approach to direct the Housing Fund towards specific measures or locations if needed.
- d) **People, jobs and homes – community cohesion, safety and services – construction phase only**
- i. **Overview**

2.6.29 In total 3,634 construction workers are forecast to be resident in Leiston at the peak of construction, (including the 3,000 workers staying at the campus and caravan park). A small proportion (estimated 13%) may bring families with them. Around 66 workers’ children aged 0-16 would be expected to live in Leiston at the peak of construction.

2.6.30 This change in population would be a **significant** change in Leiston, although it is not possible to assess whether it would be a beneficial or an adverse effect.

2.6.31 **Chapter 9 of Volume 2** of the **ES** (Socio-economics), considers the effect of the temporary additional population on the following community services:

- Pre-school, primary and secondary schools.
- Social services and associated community safety effects.
- Libraries, arts, cultural and other county-level services.
- Sports and leisure facilities.
- Regulatory and environmental services – for example waste collection.
- Policing and associated community safety effects.
- Fire and rescue services and associated community safety effects.
- Health services (including GP practices and ambulance).

2.6.32 SZC Co. has worked with the councils and other public and emergency service providers to consider these potential effects on the community, and to design appropriate measures to ensure there are no significant adverse effects including in terms of community cohesion, safety, and access to community services and facilities.

2.6.33 Taking into account the mitigation measures below, the Sizewell C Project would be expected to have negligible effects on community cohesion, safety and on community services – excluding sports provision. New sports and leisure facilities would be provided in Leiston as part of the project. There would be a gym and recreational facilities at the campus site, and new permanent facilities including a full-size 3G pitch and two multi-use games areas (MUGAs) at Alde Valley School. The new permanent facilities would be available for shared use by workers, the school and the local community during construction, and would remain as a legacy post-construction. This would help to avoid effects on community cohesion, and would provide a **significant beneficial effect** on sports provision locally.

ii. Mitigation measures – community cohesion, safety and community services

2.6.34 The following measures would manage effects associated with the temporary increase in the local population. Some of these would deliver long-term legacy effects:

- SZC Co. would ensure the **active management of its accommodation** (campus and caravan park). This would include enforcement of expected standards of behaviour from workers, provision of 24/7 security, liaison with emergency services and complaints procedures for local residents.
- Signature of a **Worker Code of Conduct** setting out the high standards of behaviour expected for the workforce, both on-site and when in the community, will be a condition of employment for every worker on the Sizewell C Project. Expectations will be reinforced by ongoing training and breaching the Worker Code of Conduct may mean dismissal from the Sizewell C Project.
- Pre-employment and ongoing **drug and alcohol testing** and **security vetting** would be implemented for workers on the Sizewell C Project.
- A **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) identifies roles and responsibilities, measures (including financial contributions to police, fire and rescue and ambulance services) and monitoring that will be secured through a Section 106 Agreement relating to community safety and emergency services, and sets out how SZC Co., the Councils and emergency services will work together to identify and manage effects.
- A number of strategies, including the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) and the **Accommodation Strategy** (Doc Ref. 8.10), **Code of Construction Practice (CoCP)** (Doc Ref. 8.11), and worker 'Welcome Packs' will include measures to support and/or protect vulnerable people and groups and minimise adverse effects on the community and community services – for example the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) includes measures specifically targeting the recruitment of local young people who are not currently in education or training. By supporting those most in need this would in turn be expected to reduce demand on community services locally.

- A **Public Services Contingency Fund** (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)) will be capable of providing resilience and responding to significant effects on public services, should they arise – based on risks identified by, for example, adult and children’s services and education services.
- Waste collection will be managed via the **Sizewell C Conventional Waste Management Strategy (Appendix 8A of Volume 2 of the ES)**, which will include an agreement between SZC Co. and a commercial waste contractor to collect waste from the accommodation campus and caravan facilities.
- A **Community Fund** (see **draft Section 106 Heads of Terms**) would offer financial contributions to help mitigate adverse effects on the economic, social or environmental well-being of communities potentially affected by the Sizewell C Project, including their quality of life. This may include a programme of small grants to charities, voluntary groups, social enterprises, and strategic grants – for example investment in local facilities or services. The Community Fund will recognise that communities closer to the main development site, such as Leiston, are likely to experience more and greater effects across a wider range of social, economic and environmental areas which could affect their quality of life.
- **On-going working groups**, including a **Sizewell C Health Working Group** and a **Community Safety Working Group**, with stakeholders would ensure mitigation can be allocated effectively to avoid or reduce potential effects on public services.

e) [People, jobs and homes – summary of significant residual effects](#)

2.6.35 A summary of significant effects on people, jobs and homes is set out in **Table 2.1**. Significant residual effects are those that remain once mitigation measures are taken into account. All significant residual effects on people, jobs and homes would be beneficial effects.

Table 2.1: Significant residual effects on people, jobs and homes in Leiston

Effect	Phase of Development	Type of Residual Effect
Job opportunities to support the construction, and effects on levels of unemployment, economic inactivity and productivity	Construction phase	Significant beneficial

Effect	Phase of Development	Type of Residual Effect
Job opportunities at the power station over its 60-year operation	Operational phase	Significant beneficial
Supply chain opportunities for local businesses including procurement of goods and services	Construction and operational phases	Significant beneficial
Boost to local spending including on food and accommodation during the construction phase	Construction phase	Significant beneficial
Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs	Operational phase	Significant beneficial
The new 3G pitch and MUGAs located at Alde Valley School would provide a significant beneficial effect on sports provision locally	Construction and operational phase	Significant beneficial

f) **Transport**

i. **Overview**

2.6.36 The construction phase of the Sizewell C Project will require the transport of people and materials to and from the main and associated development sites.

2.6.37 SZC Co. has developed a transport strategy that aims to:

- Minimise the volume of traffic generated by the Sizewell C Project.
- Maximise traffic safety.
- Minimise adverse effects on existing communities and visitors to the area.
- Ensure the resilience of the transport network in the event of a traffic incident.
- Provide long-term transport legacy benefits for the area.

2.6.38 The Sizewell C Project’s transport strategy includes a number of mitigation measures to achieve these objectives:

NOT PROTECTIVELY MARKED

- Provision of a **worker accommodation campus and caravan park** within the main development site – reducing the need for workers to use the existing transport network to travel to work.
- **Two park and ride facilities** – in Darsham (northern) and Wickham Market (southern) – to reduce volume of trips by car to the main development site.
- **Direct bus services** will also operate from key locations to the main development site, to reduce the volume of trips made by car.
- **Management of car parking** – at peak a maximum of 12% of the workforce will be permitted to park at the main development site – limiting the impact on the local network.
- **Improved walking and cycling routes** to the main development site.
- A **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) has been developed, and all employees will be required to sign it on joining the Sizewell C Project. It would be managed by a full time Transport Co-ordinator, including ensuring mode share targets are complied with.
- A number of highway improvements are proposed to respond to potential network capacity or safety issues, such as the **two village bypass, Sizewell link road** and **Yoxford roundabout**.
- The construction methodology has been designed to minimise the requirement to move materials off site as far as practicable.
- Bulk materials would be transported to and from the site by sea or by rail where practical, avoiding use of the highways network. A **beach landing facility (BLF)** would allow the delivery of abnormal indivisible loads (AILs) by sea, and a **green rail route** (temporary rail extension off the existing Saxmundham to Leiston branch line) would allow the delivery of freight to the site by rail.
- Where HGVs are required, defined HGV routes will be used that minimise local impacts. Residual freight would be managed through the proposed delivery management system (including limiting numbers of HGV movements per day), the freight management facility

in Seven Hills to allow a controlled pattern of deliveries, and a **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7).

- 2.6.39 Full details of these measures are set out in the **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7), **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) and **Code of Construction Practice (CoCP)** (Doc Ref. 8.11).
- 2.6.40 When the construction phase is complete, there will be no remaining requirement for the large scale movement of goods and workers across the network. The park and ride facilities, freight management facility, accommodation campus and caravan park, and green rail route would all be removed. The BLF would remain to allow the delivery of AILs by sea during the operation of the power station, and a number of the highways improvements would provide long-term legacy benefits to the road network.
- 2.6.41 In addition to the project-wide mitigation measures above, the following secondary mitigation measures would be implemented in Leiston:
- Funding would be secured for pedestrian, cycle and public realm improvements in Leiston.
 - Speed reduction measures would be implemented on Sizewell gap.
 - A highways conditions survey and fund for highway maintenance of the B1122 would be implemented during the early years of construction.
- 2.6.42 A key focus of the transport strategy has been developing proposals with placemaking in mind and that seek to offer a positive contribution towards quality of life. Roads are an important part of Suffolk's transport infrastructure for local residents, businesses and the tourist industry. Minimising congestion and maximising the resilience of the highway network is a fundamental part of the transport strategy: minimising emissions and the visual impact of traffic, and maximising safety.
- 2.6.43 **Volume 2, Chapter 10** of the **ES** (Transport) sets out an assessment of the transport effects of the Sizewell C Project during the early years (in 2023), at peak construction (in 2028), and once the power station is complete and operational (in 2034).
- 2.6.44 The scope of the assessment includes:
- Severance – the perceived division of a community by a major traffic artery.

- Pedestrian delay – where the volume, composition and/or speed of traffic affect the ability of pedestrians to cross roads.
- Pedestrian amenity – the pleasantness of a journey for pedestrians.
- Driver delay – to journey time.
- Accidents and safety – including perceptions of safety.
- Risk of collision involving a hazardous load.

2.6.45 A full description of the methodology used to assess transport effects is set out in **Volume 2, Chapter 10** of the **ES**.

ii. [Transport effects – significant residual effects in Leiston](#)

2.6.46 Taking into account the mitigation measures above (and detailed further in **Volume 2, Chapter 10** of the **ES**) the significant residual transport effects in **Table 2.2** are expected on the B1122 in Leiston during the early years of construction only (prior to the opening of the Sizewell link road).

Table 2.2: Significant residual transport effects in Leiston

Type of Transport Effect	Area Affected	Mitigation	Phase of Development / Residual Effect
Pedestrian and cycle amenity – adverse effect on amenity due to traffic during early years only	B1122	Highways condition survey and fund for highway maintenance of B1122 during early years of construction Funding for pedestrian, cycle and public realm improvements in Leiston	Early years only / Significant adverse

g) [Health and wellbeing](#)

i. [Overview](#)

2.6.47 The construction and operation of the Sizewell C Project has the potential to influence health and wellbeing both adversely and beneficially through a number of environmental, social and economic pathways.

2.6.48 **Volume 2, Chapter 28** of the **ES** (Health and Wellbeing) explores relevant health pathways associated with the Sizewell C Project and assesses the

distribution, magnitude and significance of impacts on local communities. This section summarises the findings of the assessment relevant to Leiston.

ii. [Mitigation measures to minimise effects on health and wellbeing \(including in Leiston\)](#)

2.6.49 A number of the Sizewell C Project mitigation measures detailed in the socio-economics, transport, air quality, noise and vibration and radiological chapters are inherently in place to manage potential hazards at a point that precludes and manages public health impacts.

2.6.50 These include measures that reduce or mitigate adverse effects on air quality, noise and vibration, transport, landscape and visual effects, socio-economic effects, and amenity and recreation during the construction phase. A number of these measures are set out in the **Code of Construction Practice (CoCP)** (Doc Ref. 8.11). For example, measures to minimise off-site noise generation and community exposure are set out, reducing hazard source and exposure to potential health risk, and are further addressed through the **Noise Mitigation Scheme** (for details see **Appendix 11H of Volume 2** and the **draft Section 106 Heads of Terms** provided as **Appendix J** to the **Planning Statement** (Doc Ref. 8.4)).

2.6.51 As detailed in **Appendix 28A of Volume 2** of the **ES** an on-site occupational health service for construction workers, including a pharmacy and an out of hours service will operate 24/7 during the construction phase. Provision will include a range of health protection and promotion initiatives, and campaigns to promote good health and healthy lifestyles among workers. It would also promote safety in the workforce with a focus on preventing ill health. As demonstrated at Hinkley Point C, this has proven to be effective in significantly reducing demand on existing local services arising as result of the temporary growth in population associated with the construction workforce.

2.6.52 Measures undertaken by the occupational health service to support health and wellbeing on the Sizewell C Project, thereby reducing potential demand on local healthcare facilities, will include:

- All construction workers will go through a pre-employment health screening process to determine their fitness for work. Certain groups will undergo periodic reassessment to ensure they meet legal standards to undertake their job.
- A health surveillance programme will cover three core areas: hand-arm-vibration syndrome; noise; and Control of Substances Hazardous to Health (COSHH) – routinely this includes respiratory health and

skin health surveillance. It will maintain health records which will be reported to a Sizewell Health Working Group (SHWG) to measure effectiveness of provision (e.g. GP, hospital referrals and ambulance call out).

- A drugs and alcohol policy will be enforced which will include testing pre-placement on-site, for cause / reasonable suspicion and random testing.
- The occupational health service will treat and advise any workers who have accidents or are taken ill at work. It will have an emergency response vehicle to facilitate rapid response.

2.6.53 Additional mitigation measures proposed by the Sizewell C Project to support health and wellbeing in the local community and minimise adverse effects include the following (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)):

- A **Healthcare Planning Contribution** would be provided to address any minor residual effect from the expected rise in demand for GP services arising from the entire construction workforce.
- A **Community Fund** would fund schemes, measures and projects which promote the economic, social or environmental well-being of the communities affected by the development, enhancing their quality of life. The Community Fund would recognise that some communities closer to the main development site are likely to experience more and greater effects across a wider range of social, economic and environmental areas.
- The **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) sets out measures that would mitigate any potential adverse effects on ambulance services arising from the temporary increase in population during the construction phase.
- **Monitoring and governance arrangements** will be provided and thresholds set at levels that preclude health impacts. The occupational health care provision will be monitored, as will referral rates to test effectiveness, and iteratively refine and enhance the service where required. The Sizewell Health Working Group (SHWG) will manage engagement on health and wellbeing throughout the construction period, and facilitate collaboration and coordination on health initiatives.

iii. Significant effects on health and wellbeing in Leiston

2.6.54 The following health and wellbeing effects are assessed in **Chapter 28** of **Volume 2** of the **ES**. In terms of the construction of the Sizewell C Project:

- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;
- potential health and wellbeing effects associated with the introduction of a temporary non-home-based construction workforce (including social impacts and on healthcare capacity) including net additional dependants (for those workers moving to the area and bringing their family);
- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

2.6.55 In terms of the operation of the Sizewell C Project:

- potential health and wellbeing effects from changes in radiological exposure;
- potential health and wellbeing effects from changes in electromagnetic field exposure;
- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;

- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

2.6.56 Taking into account the mitigation measures set out above, the significant residual health and wellbeing effects of the Sizewell C Project including for communities in Leiston would be beneficial, as set out in **Table 2.3**.

Table 2.3: Significant residual health and wellbeing effects in Leiston

Health Effect	Phase	Type of Effect (Residual)
Socio-economic health benefits – employment and income effects (key determinants of health influencing social, mental and physical health)	Construction	Significant beneficial
Socio-economic health benefits – employment and income effects (key determinants of health influencing social, mental and physical health)	Operation	Significant beneficial
Temporary increase in significant residual night-time noise exposure between the Saxmundham and Leiston line and from localised construction activities (see Table 2.7 Noise)	Construction	Significant adverse

h) **Amenity and recreation**

i. **Overview**

2.6.57 The construction and operation of the Sizewell C Project would impact some Public Rights of Way (PRoW) (including Public Footpaths, Bridleways, Restricted Byways, and Byway open to All Traffic), permissive footpaths (also referred to as permissive paths), long distance walking routes, cycle routes and publicly accessible open spaces including open access land, common land and the beach. Hereafter these uses will be referred to collectively as recreational routes. Some impacts would be expected to have an effect on the amenity and recreation value experienced by users.

2.6.58 The **Rights of Way and Access Strategy** in **Volume 2 Appendix 15I** of the **ES** sets out details of the proposed main temporary and permanent

physical changes (closures, diversions and new routes) to recreational routes for the main development site. Further detail on temporary and permanent closures and diversions of existing PRow and creation of new PRow for the main development site and the green rail route are shown on the **Access/Rights of Way Plans** (Doc Ref. 2.4). Disturbance would be minimised by providing appropriate diversion routes where closure cannot be avoided.

2.6.59 Depending on the specific recreational route, users may also be affected by changes to views, noise, air quality or traffic movements, or by an increase the number of users. These factors could affect the perception of tranquillity of users.

ii. [Physical changes to recreational routes in Leiston – construction and operational phases](#)

2.6.60 The following physical changes would be made to recreational routes in Leiston:

- A new off-road bridleway from Sizewell gap in the south to Eastbridge Road in the north would be created at the beginning of the construction phase. This would remain permanently. Bridleway 19 within the site would be temporarily closed during construction and diverted onto the new bridleway. Bridleway 19 would be reinstated to its existing route during the operational stage. Suffolk Coastal Cycle Route / Regional Cycle Route 42 would be permanently diverted from its existing route on the carriageway of the B1122 and Eastbridge Road onto the new off-road bridleway. Bridleway E-363/013/0 on Lover's Lane would be permanently closed.
- Sandlings Walk would be temporarily diverted northwards along the coast to Minsmere Sluice and inland along PRow E-363/020/0 to Eastbridge during the construction phase of the main development site, while the route through Goose Hill would be temporarily closed.
- PRow E-363/021/0, the Suffolk Coast Path and Sandlings Walk along the coast would be diverted or temporarily closed during the construction phase of the main development site. Alternative inland routes would be provided for the Suffolk Coast Path and Sandlings Walk during temporary closures of the route along the coast. PRow E-363/021/0, the Suffolk Coast Path and Sandlings Walk would follow a new permanent alignment along the coast, on the new Sizewell C sea defences, during the operational phase.

NOT PROTECTIVELY MARKED

- The permissive footpaths and Sandlings Walk within Goose Hill would be temporarily closed during the construction phase of the main development site. The majority of the permissive footpaths within Goose Hill would be reinstated (partly on a new alignment) during the operational phase, with one section on the southern edge of Goose Hill permanently closed. Sandlings Walk would follow a new alignment within Goose Hill during the operational phase.
- An existing permissive footpath from Bridleway 19 into Kenton Hills would be temporarily closed for the construction phase of the main development site, and re-opened during the operational phase.
- An existing informal path from Kenton Hills car park to Kenton Hills would be formalised as a permissive path during the construction phase and permanently, ensuring that access is provided from Bridleway 19 into Kenton Hills.
- Improvements would be made to Kenton Hills car park including improved surfacing, additional spaces and improved signage. These would be made at the beginning of the construction phase and retained during the operational phase.
- Three footpaths would be subject to temporary diversions to allow the construction and temporary operation of the green rail route. Part of the diversion route (between PRoW E-363/006/0 and the new off-road bridleway adjacent to the B1122) would be retained permanently.
- In addition, public access will be provided to specific areas of land within the Aldhurst Farm habitat creation area for informal recreation in accordance with discharged condition 25 of Suffolk Coastal District Council (SCDC) planning permission reference DC/14/4224/FUL (the application to discharge the condition was approved by ESC in November 2019). This will be available during the construction and operational phases of the main development site. The new public access includes a small car park, informal and surfaced footpaths and approximately 27ha of open access land, including areas where dogs will be allowed to be exercised off-lead.

iii. Significant residual effects on users of recreational routes in Leiston

- 2.6.61 Taking into account mitigation measures, due to physical changes, and/or other impacts on recreational amenity, the users of the recreational routes in **Table 2.4** could be affected significantly by the Sizewell C Project during

the temporary construction period of 9-12 years, and the routes in **Table 2.5** would be affected permanently when the power station is operational.

Table 2.4: Significant residual amenity and recreation effects on users of recreational routes – construction phase (temporary effects)

Recreational Route	Phase	Description of Effect and Mitigation	Residual Effect
RSPB Minsmere (Note, most of this area is in Yoxford ward area)	Construction phase – main development site	Users of parts of the area could be temporarily affected by changes to noise, views and increases in people, which could affect their perception of tranquillity.	Significant adverse
Minsmere South (footpath between Eastbridge and Minsmere Sluice and Eastbridge Road), including diverted Sandlings Walk	Construction phase – main development site	Users would be temporarily affected by changes to noise, views and increases in people, which could affect their perception of tranquillity.	Significant adverse
Minsmere to Sizewell Coast, including Suffolk Coast Path and Sandlings Walk	Construction phase – main development site	Some parts of the coast would be closed to public access for the duration of the construction phase, and parts temporarily. An inland diversion for Suffolk Coast Path and Sandlings Walk would be provided when the route along the coast is temporarily closed. Users could also be temporarily affected by changes to noise, views and increases in people, which could affect their perception of tranquillity.	Significant adverse
North-east area of the main development site (Goose Hill)	Construction phase – main development site	The permissive footpaths and Sandlings Walk would be closed and inaccessible to users during the construction phase	Significant adverse
North-west area of the main development site	Construction phase – main development site	Bridleway 19, bridleway A-363/013/0 on Lover's Lane and Sandlings Walk would be closed during construction. Diversion routes would be provided for Bridleway 19 and Sandlings Walk A new off-road bridleway would be created forming part of the longer new off-road bridleway from Sizewell gap in the south to Eastbridge Road in the north, bringing a benefit to users of recreational resource. Users would also be temporarily affected by changes to noise, views and traffic which could affect their perception of tranquillity.	Significant adverse
Sizewell Belts	Construction	Part of Bridleway 19 and a permissive	Significant

Recreational Route	Phase	Description of Effect and Mitigation	Residual Effect
	phase – main development site	<p>footpath into Kenton Hills would be temporarily closed. Bridleway 19 would be diverted west on the new bridleway. Alternative access into Kenton Hills would be provided via a new permissive footpath that currently exists as an informal footpath directly from the existing Kenton Hills car park. Kenton Hills car park would be improved and additional parking spaces created. A new off-road bridleway would be created from Sandy Lane to Sizewell gap. The Suffolk Coast Path and Sandlings Walk would be diverted through this area for temporary periods.</p> <p>Users could also be temporarily affected by changes to noise, views and traffic which could affect their perception of tranquillity.</p>	adverse
North of Leiston including Leiston Abbey	Construction phase – main development site	<p>Users of the Suffolk Coastal Cycle Route / Regional Cycle Route 42 along Abbey Lane, and PRow which cross or exit onto Abbey Lane and the B1122 are likely to be affected by a temporary increase in traffic on these roads.</p> <p>Three PRowS would be temporarily diverted.</p> <p>Users could also be temporarily affected by changes to noise and views and increases in people. The changes could affect the perception of tranquillity.</p>	Significant adverse
Aldringham Common and The Walks	Construction phase – main development site	Users could be temporarily affected by changes to noise and views and increases in people affecting their perception of tranquillity.	Significant adverse
Footpaths E-363/003/0, E-363/006/0 and E-363/010/0	Construction, phase – Green Rail Route	Temporary diversions (less direct routes). Users could be temporarily affected by changes to noise, views and traffic affecting their perception of tranquillity.	Significant adverse

Table 2.5: Significant residual amenity and recreation effects on users of recreational routes – operational phase (permanent effects)

Recreational Route	Phase	Description of Effect and Mitigation	Residual Effect
Minsmere to Sizewell Coast, including Suffolk Coast Path and	Operational phase – main development site	Temporary closures of the path along the coast during some outages (anticipated to be very infrequently, every 5 to 10 years) and diversions inland. Users could also be affected by changes to noise and, which	Significant adverse

Recreational Route	Phase	Description of Effect and Mitigation	Residual Effect
Sandlings Walk		could affect their perception of tranquillity.	
North-east area of the main development site (Goose Hill)	Operational phase – main development site	Permissive footpath within the southern part of the area would be permanently closed. Sandlings Walk would be diverted along an alternative permissive footpath and would cross the main access road for the proposed development, and pass through a landscape changed from existing predominantly coniferous woodland to woodland and lowland heath and scrub mosaic. Users could also be affected by changes to noise and views, which would affect their perception of tranquillity.	Significant adverse
North-west area of the main development site	Operational phase – main development site	There would be permanent improvements to recreational routes including the retention of the new off-road bridleway provided during construction. Bridleway A-363/013/0 on Lover's Lane would remain closed (but the re-aligned road would be available for use as well as the new off-road bridleway). Bridleway 19 and Sandlings Walk would be reinstated on their original routes, and would cross the new access road.	Significant beneficial
Sizewell Belts	Operational phase – main development site	There would be permanent improvements to recreational amenity of this area when the power station is operational. The sections of Bridleway 19, the permissive footpath from Bridleway 19 into Kenton Hills, and Sandlings Walk would be re-instated on their existing routes. The off-road bridleway, the controlled bridleway crossing over Lover's Lane, the permissive footpath from Kenton Hills car park and the improvements to Kenton Hills car park would be retained and maintained.	Significant beneficial

i) Landscape and visual

i. Overview

2.6.62 The Sizewell C Project would have landscape and visual effects during its construction and when it is operational. Effects have been assessed based on the ability of existing landscapes to accommodate change, the value of existing landscapes to society, the scale and duration of the change expected and the proximity to those who would be affected.

2.6.63 The Sizewell C Project has been carefully planned as part of an iterative process and in discussion with stakeholders to define measures to mitigate landscape and visual effects. During construction the Sizewell C Project aims to reduce as much as reasonably practicable the extent of physical disturbance to the landscape and the visual prominence of construction works including buildings, structures, compounds, storage areas and stockpiles, through measures such as:

- Avoiding construction activity and major works in visually sensitive locations.
- Retaining existing woodland, forested areas and belts of vegetation wherever practicable which would provide natural visual screening. Planting will take place to provide additional screening.
- Minimising effects on residential properties including by arranging the layout of the temporary construction area at Land East of the Eastlands Industrial Estate (LEEIE) to exclude materials storage areas south of residential properties along Valley Road adjacent to the railway bridge.
- Limiting the maximum height parameters of the borrow pits and stock piles to reduce their visual prominence.
- Creating temporary earth bunds and acoustic fencing/construction hoarding to provide visual containment.
- Design measures for the accommodation campus would be implemented to minimise landscape and visual impacts (maximum 3 and 4 storey blocks, and configuration of site reflecting consideration of sensitive views).
- Undertaking and completing works to the sea defences, northern mound and beach landing facility and access road as early as practicable in the programme in part to minimise disruption to users of Sizewell Beach and Suffolk Coast Path/Sandlings Walk.
- The **Lighting Management Plan** provided in **Appendix 2B** of **Volume 2** of the **ES**, includes objectives to minimise the visual impact of artificial lighting from the proposed construction and when the power station is operational.

- The **outline Landscape and Ecological Management Plan (oLEMP)** (Doc Ref. 8.2) outlines the measures that will minimise the visual prominence of the permanent elements of the operational power station, and integrate it as far as practicable into the existing landscape, as well as the measures to ensure appropriate management of structural vegetation to maintain the long-term screening function.

ii. Landscape and visual effects in Leiston – significant residual effects

2.6.64 The landscape character and visual effects in **Table 2.6** would be **significant** in Leiston over the construction and/or operation of the Sizewell C Project (residual effects, taking into account the mitigation set out above). These effects are related to the construction and operation of the main development site and the green rail route.

Table 2.6: Landscape and visual effects in Leiston – significant residual effects

Area	Phase	Description of Effect and Mitigation	Residual Effect
Leiston landscape character – Estate Sandlands– area to the east of Abbey Lane, north of Sizewell gap and south of Eastbridge and The Grove. (Area within Leiston and Saxmundham ward areas)	Construction – main development site	Effects arising from removal of landscape features and from construction activity (soil stripping, removal of forestry, modification of existing field patterns, presence of construction works and plant) Night-time effects from construction lighting around the main platform area and Sizewell gap, and between Kenton Hills and south of Eastbridge (occupied by the temporary construction area)	Significant adverse
	Operation – main development site	Permanent built footprint and post-construction site restoration	Significant adverse
Leiston landscape character – Coastal Levels. Area adjacent to Sizewell Belts inside the site boundary, and Minsmere (Leiston and Yoxford ward areas)	Construction – main development site	Effects from removal of landscape features and from construction activity Night-time effects from construction lighting	Significant adverse
	Operation – main development site	Permanent built footprint and post-construction site restoration	Significant adverse
Leiston landscape character – Ancient Estate Claylands – to the east of Abbey Lane where the	Construction – main development site	Effects from removal of landscape features and from construction activity. Night-time effects from construction lighting	Significant adverse

Area	Phase	Description of Effect and Mitigation	Residual Effect
accommodation campus and entrance plaza would be constructed			
Leiston landscape character – Coastal Dunes and Shingle Ridges – beach to the east of the main development site	Construction – main development site	Effects from removal of landscape features and from construction activity. When taller cranes are in use, and while the beach landing facility and northern mound are being constructed these effects would be large-scale across this area. Night-time effects from construction lighting	Significant adverse
Seascape character - Nearshore Waters (Heritage Coast area between Dunwich and Aldeburgh)	Construction – main development site	Views of construction site. Night-time effects – construction lighting	Significant adverse
RSPB Minsmere (Yoxford and Leiston ward areas)	Construction – main development site	Views of construction. Views would to some extent be filtered by tall reeds and occasional scrub. Most prominent view would be from the Bittern Hide, an elevated structure with views over the reedbeds towards Sizewell, and open ground on Whin Hill. Night-time effects from construction lighting	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Minsmere South	Construction – main development site	Views of construction Night-time effects from construction lighting	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Minsmere to Sizewell Coast	Construction – main development site	Views of construction Night-time effects from construction lighting	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Northwest Site	Construction – main development site	Views of construction	Significant adverse

Area	Phase	Description of Effect and Mitigation	Residual Effect
Sizewell Belts	Construction – main development site	Views of construction. Night-time effects from construction lighting	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Offshore	Construction – main development site	Views of construction. Night-time effects from construction lighting	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Suffolk Coast Path	Construction – main development site	Views of construction	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Sandlings Walk	Construction – main development site	Views of construction	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Users of public footpaths E-363/003/0, E-363/006/0 and E-363/010/0, which currently cross the site: This group of receptors includes people using footpaths that currently cross the site. These routes provide connections out from Leiston to the Cakes and Ale camping site north-west of Abbey Lane and to Leiston Abbey, as well as out into the wider countryside	Green rail route - construction, operation and reinstatement phases	Views of construction and operation, diversion of footpaths	Significant adverse

j) Noise and vibration

i. Overview

2.6.65 A full assessment of the noise effects of the Sizewell C Project is set out in the **ES** (see **Chapter 11** of **Volume 2** and **Chapter 4** of **Volumes 3-9**).. This section of the Community Impact Report sets out the significant residual noise effects that are expected to affect people and communities in Leiston.

2.6.66 Potential sources of noise associated with the Sizewell C Project include:

- construction noise – work on the main development site may result in both day-time (07:00-23:00 hours) and night-time (23:00-07:00 hours) noise whereas associated development sites would only generate construction noise during the day (Monday to Saturday 07:00-19:00 hours);
- noise from increased volumes of road traffic during the construction phase;
- noise from increased rail movements at night; and
- operational noise – once the Sizewell C power station is operational, including noise from the power station itself; back-up generators during testing periods post-outage, and the combined heat and power plant (CHP).

2.6.67 Standards for acceptable noise levels are set out in national planning policies including the National Planning Policy Framework, National Planning Practice Guidance and in the Noise Policy Statement for England (NPSE) 2010.

2.6.68 The following mitigation measures have been designed to minimise the noise impacts of the Sizewell C Project. These all relate to the construction phase as no significant residual impacts are predicted for the operational phase in Leiston:

- **Noise barriers** have been designed (landscape bunds and/or acoustic screens) in order to reduce the spread of construction noise close to sensitive areas.
- The **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) sets out the Sizewell C Project's best practice approach to construction noise

including: using quiet plant and techniques, switching off equipment when not required, using reversing alarms that minimise impacts off site, and provision of training and instruction to workers to use methods that minimise off-site noise.

- The **Construction Worker Travel Plan** (Doc Ref. 8.8) and **Construction Traffic Management Plan** (Doc Ref. 8.9) would reduce and manage traffic impacts and associated noise.
- The **Noise Mitigation Scheme** – will provide mitigation to those properties where it is deemed, through the EIA noise assessments, the proposals have created a significant adverse impact. This may be through the physical installation of double glazing, or offering to pay for temporary rehousing where short term construction activity is forecast to be particularly noisy for those living very close to the works.
- The **Property Price Support Scheme** – will provide financial compensation for homeowners (within defined areas close to the development) who make the decision to sell their property where the sale price of the property has been negatively impacted by the Sizewell C Project.
- The **Rail Noise Mitigation Strategy** – which SZC Co. will develop in consultation with Network Rail and the rail freight operator, informed by further detailed assessments, to establish a package of measures to mitigate noise impacts on the Saxmundham to Leiston branch line and the East Suffolk line.

ii. [Noise and vibration effects in Leiston – significant residual effects](#)

2.6.69 Expected significant residual (once mitigation has been taken into account) noise and vibration effects in Leiston are set out in **Table 2.7**. Effects are associated with the construction of the main development site and the green rail route.

Table 2.7: Noise and vibration effects in Leiston – significant residual effects

Noise sensitive area	Phase	Description of Residual Effect	Significant Residual Effect
1. Abbey Cottages 2. Abbey Farm 4. Ash Wood Cottages 11. Keepers Cottage	Construction phase – main development site	Construction noise from the main development site during the daytime as a result of construction activities such as earthworks and general construction	Significant adverse

Noise sensitive area	Phase	Description of Residual Effect	Significant Residual Effect
14. Lovers Lane/Sandy Lane Junction 15. Old Abbey Farm/Care Home 20. Round House 23. The Studio			
4. Ash Wood Cottage 15. Old Abbey Farm/Care Home 20. Round House	Construction Phase – main development site	Construction noise from the main development site during the night – based on average noise levels during the period when material is unloading from green rail route and hauling to the stockpiles, and during continuous excavation and tunnelling.	Significant adverse
20. Round House	Construction phase – main development site	Construction noise from the main development site during the night – based on maximum noise levels during the period when material is unloading from green rail route and hauling to the stockpiles, and during continuous excavation and tunnelling	Significant adverse
Homes and community facilities within 50 metres of the B1122 between Yoxford and the B1125 junction and Lovers Lane, Leiston	Construction phase – road traffic noise	Construction road traffic on surrounding network during 2023	Significant adverse
Homes and community facilities close to Kings Road, Leiston	Construction phase – road traffic noise	Construction road traffic on surrounding network during 2028, both typical and busiest periods	Significant adverse
Kelsale Covert, Leiston	Construction phase (early years) – rail	Branch line – early years noise at night	Significant adverse
Kelsale Covert, Leiston	Construction phase (later years) – rail	Rail extension and branch line – later years noise at night	Significant adverse

k) Air quality

i. Overview

2.6.70 The Sizewell C Project would generate emissions that could affect air quality, during the construction and operational phases, including:

- Construction related dust and construction vehicle (non-road mobile machinery) emissions.

- Emissions associated with the campus combined heat and power (CHP) plant.
- Operational emissions (diesel generators and nuclear auxiliary building stack).
- Traffic emissions (rail and /or road) during construction and operation of Sizewell C.

ii. [Air quality effects in Leiston – significant residual effects](#)

2.6.71 A number of measures have been designed to mitigate air quality effects, including in Leiston (as set out below). Taking into account these measures, there are expected to be no significant residual air quality impacts in Leiston.

iii. [Mitigation measures to minimise effects on air quality \(including in Leiston\)](#)

2.6.72 The following mitigation measures have been designed into the Sizewell C Project to minimise emissions that could affect air quality:

- A **Construction Worker Travel Plan** (Doc Ref. 8.8) and **Construction Traffic Management Plan** (Doc Ref. 8.7) to reduce and manage the effects of traffic associated with the Sizewell C Project, including:
 - Use of two park and ride facilities, and worker accommodation campus and caravan park, reduced car parking provision and public rights of way improvements will minimise construction worker traffic and trips by car (and associated emissions) related to the Sizewell C Project.
 - Use of off-site freight management facility to reduce on-site queuing and engine idling (and associated emissions).
 - Use of beach landing facility and rail, including the green rail route, to minimise AIL and freight movements by road.
- The **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) sets out general measures that would control the dust associated with construction, and the emissions generated by vehicles and mobile machinery. The **CoCP** includes measures such as:
 - site layout will be planned so the site access and significant dust generating activities, including concrete batching plant and

mobile crushing and screening plant, will be located as far as possible, and at least 200m from the site boundary and sensitive receptors.

- best practice measures will be implemented to minimise dust and emissions including for example, the use of modular (pre-fabricated buildings), use of water suppression systems and application of industry best practice when handling ballast and aggregate, use and maintenance of wheel wash facilities, and provision of sheeting on vehicles carrying aggregate.
- Mitigation measures for operational source emissions, including:
 - Diesel generator stack heights set as high as could be achieved under the design envelope for the power station and emissions of nitrogen oxides controlled through primary means.
 - Combustion emissions from stationary generators will be regulated by the Environment Agency under the Environmental Permitting Regulations, as required, and controlled in accordance with an environmental permit.
 - An accommodation campus energy centre, comprising a CHP plant with an optimised stack height to minimise ground-level air quality impacts balanced against the visual impacts of taller stacks.

l) Equality

i. Overview

2.6.73 The Equality Act 2010 awarded public bodies a duty to consider effects on equality and sets out nine protected characteristics.

- Age.
- Disability.
- Gender reassignment.
- Marriage and civil partnership.
- Pregnancy and maternity.
- Race.

- Religion or belief.
- Sex.
- Sexual Orientation.

2.6.74 SZC Co. has prepared an **Equality Statement** (Doc Ref. 5.14) alongside the development consent application, to inform consideration of equality. The nature of equality – depending on complex personal circumstances – means that it is not possible to precisely quantify all possible effects. But it is possible to highlight aspects of the scheme that may affect people differently.

2.6.75 This information will be used to inform how mitigation such as the **Community Fund** (see **draft Section 106 Heads of Terms**) is implemented in practice.

2.6.76 Most of the potential equality effects identified are project-wide rather than specific to one area, and are generally limited to the construction phase of the power station:

- The nearest wards and wider district all have a high proportion of older residents, and so in general the Sizewell C Project is more likely to affect older people.
- People with some protected characteristics (including older people, or those with disabilities) may, on average, be more likely to spend time at home, and are therefore more likely to be affected by any noise or other intrusion. The proposals include a package of measures to mitigate the effect of noise.
- People with protected characteristics that may affect their mobility (including people who are older, disabled, or pregnant), would be likely to be more affected if traffic makes roads harder to cross. The project includes mitigation such as bypasses, and the **Transport Assessment** (Doc Ref. 8.5) considers any potential pedestrian severance and mitigation where needed.
- Any aspects of the Sizewell C Project (such as noise or traffic) that may affect community facilities, may be felt more by people with particular characteristics – including school children, care home residents, or congregations at places of worship. The effects on

specific locations are considered within the overall mitigation of the scheme.

- The benefit of new employment opportunities in construction can be felt less by people with protected characteristics that are underrepresented in that sector, including women. SZC Co. is committed to inclusive employment and will encourage applications from all groups, with targeted initiatives to encourage more women (including girls and young women still in education) to consider careers in new nuclear.
- Additional demand for community facilities and public services from construction workers could disproportionately affect existing users of those services, some of whom will have protected characteristics. Mitigation for the scheme includes a dedicated occupational health centre for workers, as well as enhanced sports facilities, and a **Community Fund** for further mitigation.
- People who are more likely to be dependent on private rented accommodation (including young people), would be more affected if housing demand from construction workers was too high. To mitigate this the scheme includes a temporary accommodation campus and caravan park, as well as other measures outlined in the **Accommodation Strategy** (Doc Ref. 8.10).
- People with protected characteristics that may make them particularly vulnerable to crime or to fear of crime, may be more affected by population change during the construction period. Mitigation for this includes the **Worker Code of Conduct** and other measures set out in the **Community Safety Management Plan** (Doc Ref. 8.16).

ii. Equality effects in Leiston

2.6.77

Some of the project-wide effects described above are most likely to occur in areas closest to the site, including Leiston, which includes the main development site. The majority of community facilities in Leiston Ward are in Leiston itself, or in Coldfair Green. Facilities closest to the main development site include Pro Corda music school, Sizewell Sports and Social Club, and the Old Abbey care home. Of these, the **ES** (Doc Ref. Book 6) has identified the Old Abbey care home as likely to experience **significant** effects of noise during construction. Noise mitigation is a combination of physical screening and control of operational practices.

m) Project-wide cumulative effects, inter-relationship effects and cumulative effects with other projects

i. Overview

2.6.78 As part of the assessment of effects of the Sizewell C Project, **Volume 10** of the **ES** considers where there could be:

- **Project-wide cumulative effects** – arising where environmental effects as a result of the main development site and or multiple off-site associated development effects interact to generate a cumulative effect of greater significance than where these effects are considered in isolation.
- **Inter-relationship effects** – arising where one receptor is affected by multiple environmental effects (for example both noise and air quality effects) and combined these effects lead to an increased sense of disturbance greater than the effect experienced by any one of the effects in isolation.
- **Cumulative effects with other projects** – arising where expected significant environmental effects arise as a result of the cumulative effect of the Sizewell C Project plus other development schemes taking place – where these effects are greater than the effects of the Sizewell C Project assessed on its own.

ii. Project-wide cumulative effects in Leiston

2.6.79 **Table 2.8** sets out potential project-wide effects in Leiston.

Table 2.8: Project-wide cumulative effects in Leiston – significant residual effects

Receptor	Effect	Phase of development	Type of Effect
PRoW receptor group north of Leiston	Diversions of some PRoW temporarily due to the temporary rail extension; disturbance due to views of and noise from the construction works at the main development site and the temporary rail extension.	Early years of construction	Significant adverse
Leiston Abbey including Pro Corda	Noise and vibration. Potential for construction noise from the main development site at the	Construction	Significant adverse

Receptor	Effect	Phase development	of	Type of Effect
	same time as noise from the construction of the rail extension route and / or the Abbey Road crossing. Similarly, construction noise from the main development site may combine with noise from the operation of the rail line.			

iii. Inter-relationship effects in Leiston

2.6.80 During the construction of the Sizewell C Project, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects to the following residential or representative residential receptors in Leiston:

- Abbey Cottage.
- 1 Upper Abbey Farmhouse.
- Upper Abbey Farmhouse.
- Lower Abbey Farm.
- 2 Upper Abbey Farmhouse.
- Abbey Road, Leiston.
- Ash Wood Cottages.
- Common Cottages.
- 158 King George’s Avenue.
- Keepers Cottage.
- Lovers Lane/Sandy Lane Junction.
- 1 Common Farm Cottage, Lovers Lane/Sandy Lane Junction.

- 2 Common Farm Cottage, Lovers Lane/Sandy Lane Junction.
- Old Abbey Farm/ Care Home.
- Plantation Cottages.
- Rosery Cottages.
- Round House.
- The Studio.
- Sizewell Sports and Social Club.
- Abbey View Lodges, Orchard House 105 Abbey Road.

2.6.81 In the operational phase of the Sizewell C Project, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional **significant** adverse effects to the following residential or representative residential receptors in Leiston:

- 2 Upper Abbey Farmhouse.
- Ash Wood Cottages.
- Common Cottages.
- Keepers Cottage.
- Lovers Lane/Sandy Lane Junction.
- 1 Common Farm Cottage, Lovers Lane/Sandy Lane Junction.
- 2 Common Farm Cottage, Lovers Lane/Sandy Lane Junction.
- Plantation Cottages.
- Rosery Cottages.
- The Studio.

iv. Cumulative effects with other plans and projects – relevant to Leiston

2.6.82 **Table 2.9** sets out potential cumulative effects with other plans and projects, of relevance in Leiston.

Table 2.9: Cumulative effects with other plans and projects (Leiston) – significant residual effects

Receptor	Effect	Phase of development	Type of Effect
Socio-economic effects			
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia THREE)	Construction (early & peak years)	Significant beneficial effect, regional scale
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia ONE North, East Anglia TWO, East Anglia THREE)	Operation	Significant beneficial effect, local scale
Landscape and visual effects			
Visual Receptor Group 18: Knodishall and Aldringham	Adverse visual effects during construction (Sizewell C Project and East Anglia ONE North and East Anglia TWO cable route and substation)	Construction (early & peak years)	Significant adverse visual effects
Visual Receptor Group 19: Aldringham Common and The Walks	Adverse visual effects during construction (Sizewell C Project and East Anglia ONE North, East Anglia TWO, Nautilus Interconnector, Eurolink Interconnector, Greater Gabbard extension and Galloper Extension Offshore Wind Farms)	Construction (early & peak years)	Significant adverse visual effects
Amenity and recreation			
Visual Receptor Group 19: Aldringham Common and The Walks	Adverse amenity and recreation effect during construction (Sizewell C Project and East Anglia	Construction (early & peak years)	Significant adverse amenity and recreation effect

Receptor	Effect	Phase development	of	Type of Effect
	ONE North, East Anglia TWO, Nautilus Interconnector, Eurolink Interconnector, Greater Gabbard extension and Galloper Extension Offshore Wind Farms)			

2.7 Summary of effects on the community in Leiston

2.7.1 **Table 2.10** sets out a summary of the significant residual effects of the Project on communities in Leiston ward including Leiston, Sizewell village, Coldfair Green and Knodishall. It includes both beneficial and adverse effects.

Table 2.10: Summary of significant residual effects in Leiston

Topic Area	Summary of Effects	Application Documents
Economy	<ul style="list-style-type: none"> Significant beneficial effects from construction job opportunities and levels of unemployment and economic inactivity Significant beneficial effects from operational job opportunities Significant beneficial effects from supply chain opportunities for local businesses Significant beneficial economic effects of wages and local spending 	<ul style="list-style-type: none"> Volume 2, Chapter 9 of the ES. Economic Statement (Doc Ref. 8.9) including: Employment, Skills and Education Strategy (Appendix A); and Supply Chain Strategy (Appendix B).
Community Services	<ul style="list-style-type: none"> Significant and beneficial effects on sports provision locally from new sports facilities in Leiston – 3G pitch and MUGAs 	<ul style="list-style-type: none"> Volume 2, Chapter 9 of the ES. Community Safety Management Plan (Doc Ref. 8.16)
Transport	<ul style="list-style-type: none"> Significant adverse pedestrian and cycle amenity effects on the B1122 during early years only. A highways condition survey and a fund for highway maintenance of the B1122 would be available during the early years of construction. Additional funding would be available for pedestrian, cycle and public realm improvements in Leiston 	<ul style="list-style-type: none"> Volume 2, Chapter 10 of the ES. Transport Assessment (Doc Ref. 8.5) Traffic Incident Management Plan (TIMP) (Doc Ref. 8.6). Construction Traffic Management Plan (CTMP) (Doc Ref. 8.7). Construction Worker Travel Plan (CWTP) (Doc Ref. 8.8)
Health and	<ul style="list-style-type: none"> Significant beneficial health and 	<ul style="list-style-type: none"> Volume 2, Chapter 28 of the ES.

Topic Area	Summary of Effects	Application Documents
Wellbeing	<p>wellbeing effects generated by construction and operational phase employment opportunities and associated wages</p> <ul style="list-style-type: none"> • Significant temporary residual night-time noise impacts from localised construction activities 	
Amenity and Recreation	<ul style="list-style-type: none"> • Significant adverse effects on amenity and recreation for users of RSPB Minsmere, Minsmere South (including diverted Sandlings Walk), Minsmere to Sizewell Coast (including Suffolk Coast Path and Sandlings Walk), the Northeast and Northwest areas of the main development site, Sizewell Belts, north of Leiston (including Leiston Abbey), Aldringham Common and The Walks, and Footpaths E-363/003/0, E-363/006/0 and E-363/010/0 	<ul style="list-style-type: none"> • Volume 2, Chapter 15 of the ES. • Volume 6, Chapter 8 of the ES.
Landscape and Visual	<ul style="list-style-type: none"> • Significant adverse effects on several Leiston landscape character areas and the seascape (seascape effects and effects to the east of Abbey Lane temporary construction effects only) • Significant adverse effects on landscapes at RSPB Minsmere, the Northwest of the main development site, views to the land from offshore, Suffolk Coast Path, Sandlings Walk and footpaths E-363/003/0, E-363/006/0 and E-363/010/0 	<ul style="list-style-type: none"> • Volume 2, Chapter 13 of the ES. • Volume 9 Chapter 6 of the ES.
Noise and Vibration	<ul style="list-style-type: none"> • Significant adverse effects (temporarily during construction phase) to: Abbey Cottages, Abbey Farm, Ash Wood Cottages, Keepers Cottage, Lovers Lane/Sandy Lane Junction, Old Abbey Farm/Care Home, Round House, The Studio, Homes and community facilities within 50 metres of the B1122 between Yoxford and the B1125 junction and Lovers Lane, Leiston, Homes and community facilities close to Kings Road, Leiston and Kelsale Covert, 	<ul style="list-style-type: none"> • Volume 2, Chapter 11 of the ES. • Volume 9 Chapter 4 of the ES.
Equality	<ul style="list-style-type: none"> • A range of project-wide potential 	<ul style="list-style-type: none"> • Equality Statement (Doc Ref. 5.14)

Topic Area	Summary of Effects	Application Documents
	effects on equality. Noise effects on Old Abbey care home (protected characteristic: age).	
Project-wide (cumulative effects)	<ul style="list-style-type: none"> Project-wide effects north of Leiston (combined effects of the disturbance due to construction of the main development site and the green rail route) would likely lead to significant adverse effects during construction 	<ul style="list-style-type: none"> Chapter 3 of Volume 10 of the ES.
Inter-relationship effects	<ul style="list-style-type: none"> During the construction of the Sizewell C Project, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects to the following residential or representative residential receptors: Abbey Cottage, 1 Upper Abbey Farmhouse, Upper Abbey Farmhouse, Lower Abbey Farm, 2 Upper Abbey Farmhouse, Abbey Road, Ash Wood Cottages, Common Cottages, 158 King George's Avenue, Keepers Cottage, Lovers Lane/Sandy Lane Junction, 1 and 2 Common Farm Cottage, Old Abbey Farm/Care Home, Plantation Cottages, The Studio, Sizewell Sports and Social Club, and Abbey View Lodges, Orchard House 105 Abbey Road. During operation of the Sizewell C Project, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects to the following residential or representative residential receptors: 2 Upper Abbey Farmhouse, Ash Wood Cottages, Common Cottages, Keepers Cottage, Lovers Lane/Sandy Lane Junction, 1 Common Farm Cottage, Lovers Lane/Sandy Lane Junction, 2 Common Farm Cottage, Lovers Lane/Sandy Lane Junction, 	<ul style="list-style-type: none"> Chapter 2 of Volume 10 of the ES.

Topic Area	Summary of Effects	Application Documents
<p>Cumulative effects with other plans and projects</p>	<p>Plantation Cottages, Rosery Cottages, and The Studio.</p> <ul style="list-style-type: none"> • Cumulative beneficial labour market effects during construction phase (Sizewell C plus East Anglia THREE) – supply chain benefits and labour investment • Cumulative beneficial labour market effects during operation (Sizewell C plus East Anglia ONE North, East Anglia TWO and East Anglia THREE) • Cumulative adverse visual effect to Receptor Group 18: Knodishall and Aldringham during construction (Sizewell C plus East Anglia ONE North and East Anglia TWO cable route and substation) • Cumulative adverse visual effect to Receptor Group 19: Aldringham Common and The Walks during construction (Sizewell C plus East Anglia ONE North, East Anglia TWO, Nautilus Interconnector, Eurolink Interconnector, Greater Gabbard extension and Galloper Extension Offshore Wind Farms) • Cumulative adverse amenity and recreation effect to Visual Receptor Group 19: Aldringham Common and The Walks during construction (Sizewell C plus East Anglia ONE North, East Anglia TWO, Nautilus Interconnector, Eurolink Interconnector, Greater Gabbard extension and Galloper Extension Offshore Wind Farms). 	<ul style="list-style-type: none"> • Chapter 4 of Volume 10 of the ES.

3 Yoxford

3.1 Executive summary - effects of the Sizewell C Project in Yoxford

3.1.1 This report brings together in one place the effects the Sizewell C Project is likely to have on local communities, and the measures that will be put in place to enhance beneficial effects and reduce or avoid adverse effects.

3.1.2 This chapter focuses on the Yoxford ward area – including the communities of Darsham, Dunwich, Middleton, Middleton Moor, Westleton and Yoxford, all referred to hereafter as ‘Yoxford’.

3.1.3 The Sizewell C Project would bring **significant** benefits:

- construction job opportunities;
- job opportunities in the operational power station;
- opportunities for local businesses to secure contracts to supply and service the Sizewell C Project;
- higher wage jobs locally – on the Sizewell C Project and in the supply chain;
- more spending in the local economy – an economic ‘multiplier effect’ for local businesses, even those not directly associated with the Sizewell C Project;
- new modern sports facilities – a full-size 3G all weather pitch and two multi-use games areas in Leiston;
- health and wellbeing benefits for local communities due to economic opportunities;
- transport improvements and new and improved recreational routes.

3.1.4 SZC Co., the councils and other stakeholders have worked together to develop a package of measures to ensure opportunities offered by the Sizewell C Project are maximised for local people and businesses.

3.1.5 SZC Co. has also worked with the councils and other stakeholders to assess and plan for the following potential disturbances, most of which would be temporary during the construction phase:

- Some of the construction works and the new power station itself will be visible to some communities in Yoxford. Construction measures (such as screening and landscaping) and the layout of the site itself have been designed to be as sympathetic as practicable to the surroundings.
- There will be additional traffic using local roads throughout the construction. A transport strategy will be put in place to minimise disturbance as far as practicable.
- There will be some noise, vibration and general disturbance during construction, including disruption to some Public Rights of Way and other recreational routes. SZC Co. will follow best practice and make every effort to minimise noise effects as far as practicable – further information about how SZC Co. would do this is set out below, and includes methods of working as well as physical barriers to reduce noise at its source.

3.1.6 SZC Co. will continue to work with the Councils and other stakeholders, during the examination of the application, and beyond, with the aim of agreeing how best to implement the mitigation to avoid or reduce effects, and to ensure the Sizewell C Project can be delivered successfully, including the realisation of significant benefits for communities.

3.2 Introduction

a) Yoxford ward area

3.2.1 This chapter sets out the expected effects of the Sizewell C Project in Yoxford (defined by the Office for National Statistics definition of the ward area, as shown in **Plate 3.1**, with a larger version provided in **Figure 3**). This area includes the communities of Darsham, Dunwich, Middleton, Middleton Moor, Westleton and Yoxford, all hereafter referred to as 'Yoxford'.

b) The Sizewell C Project

3.2.2 SZC Co. is proposing to build a new nuclear power station at Sizewell in Suffolk. It would be known as Sizewell C. Once built it would provide enough electricity to supply 6 million homes (about 20% of all homes in the

UK). This would support Government policy⁶ to move to a low carbon economy.

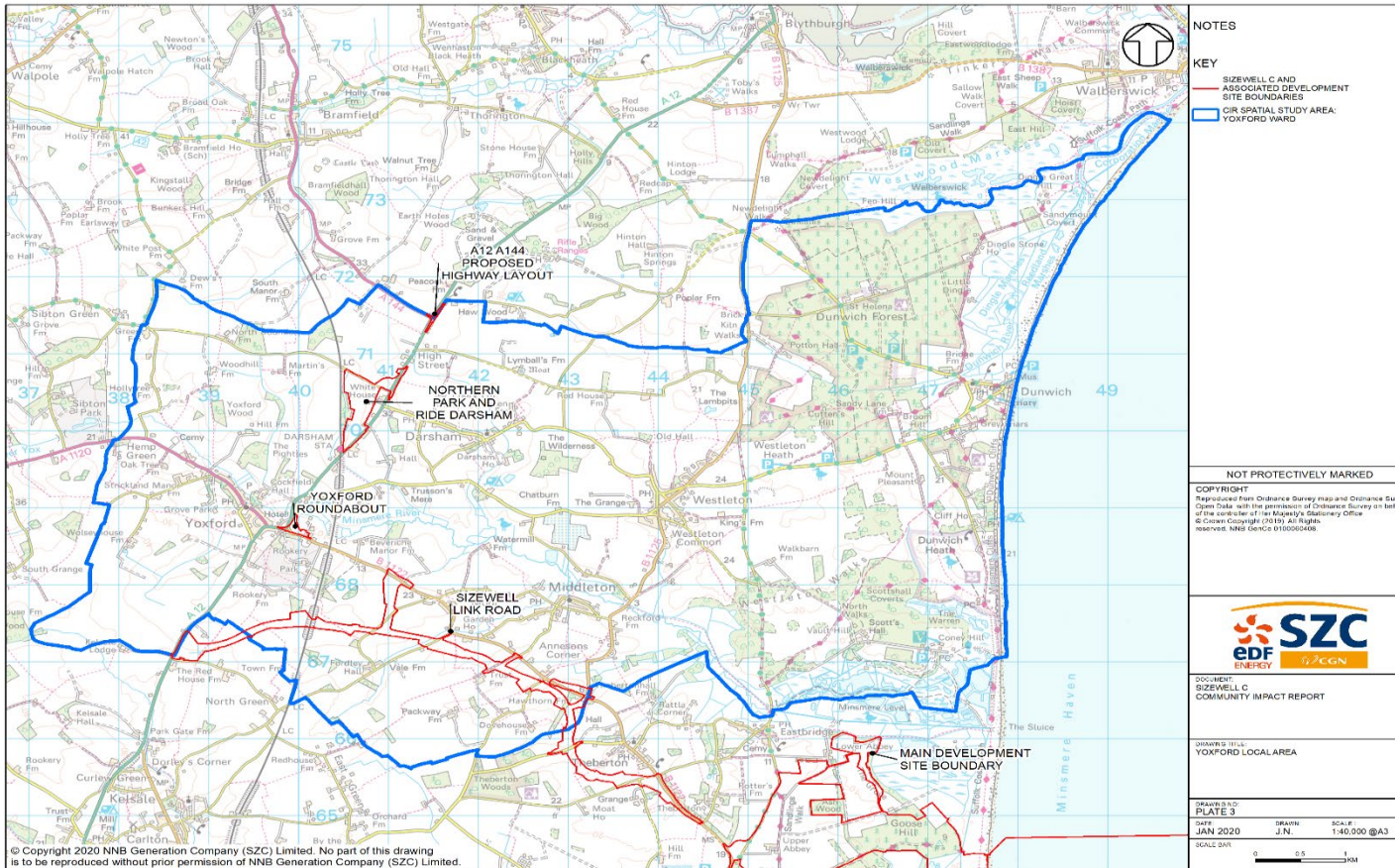
3.2.3 As well as the power station (and temporary use of land to support its construction) within the ‘main development site’, the Sizewell C Project would include a number of off-site ‘associated developments’ to support its construction, as set out in **Section 1** above.

c) **The structure of this chapter**

- **Section 3.3** summarises the development that would happen in Yoxford.
- **Section 3.4** provides an overview of the characteristics of the existing community in Yoxford.
- **Section 3.5** sets out a summary of the consultation activity of relevance to Yoxford.
- **Section 3.6** outlines the likely significant effects of the Sizewell C Project on Yoxford by topic area.
- **Section 3.7** sets out a summary of the significant effects in Yoxford and provides wayfinding to further information.

⁶ National Policy Statement for Nuclear Power Generation (2011); Industrial Strategy, building a Britain fit for the future (November, 2017); Industrial Strategy Nuclear Sector Deal (June, 2018)

Plate 3.1: Yoxford ward area, main development site and associated development (see Figure 3 for larger version)



3.3 Development in Yoxford

a) Introduction

3.3.1 This section sets out the development that would happen in Yoxford and the project-wide effects relevant to the area.

b) Development in Yoxford ward

3.3.2 The following development would happen in Yoxford:

- **Northern park and ride** at Darsham.
- Parts of **Sizewell link road** – a new permanent road linking the main development site to the A12.
- **Yoxford roundabout** and other **highway improvements**.

3.3.3 **Plate 3.1** shows the location of the parts of the development that would happen in Yoxford. A larger version of the map is provided in **Figure 3**.

3.3.4 A full description of all elements of the development in Yoxford is set out in **Chapter 2** (description of development) of **Volumes 3, 6 and 7** of the **ES**. All full description of all of the Sizewell C Project proposals and their predicted effects is set out in **Volumes 2-9** of the **ES**.

c) Project-wide effects – of relevance to Yoxford

3.3.5 In addition to the development that would happen in Yoxford, there are elements of the Sizewell C Project that are not specific to one particular area (project wide effects) that would also affect Yoxford:

- **Economic effects** – caused by the investment involved in building the Sizewell C Project.
- **Community effects** – effects associated with the new sports facilities in Leiston.
- **Health and wellbeing effects** – health effects associated with the economic effects experienced by communities.

d) Mitigation

3.3.6 As set out above, in addition to the development itself, the application includes measures designed to mitigate potential adverse effects and enhance potential beneficial effects.

- **Primary (project design-based) mitigation measures** – are in-built elements of the Sizewell C Project. In Yoxford measures include the northern park and ride at Darsham, Sizewell link road and Yoxford roundabout that would minimise transport effects on the local communities.
- **Tertiary (best practice-based) mitigation and enhancement measures** – are elements of the Sizewell C Project that reflect best-practice. The **Worker Code of Conduct** for example would manage the behaviour of construction workers and minimise adverse effects on the local community including in Yoxford.
- **Secondary mitigation measures** – include financial contributions and monitoring and management plans that would mitigate adverse effects that either remain when primary and tertiary measures have been implemented, or arise due to unforeseen circumstances. These measures include the **Community Fund, Housing Fund, Tourism Fund** and **Public Services Contingency Fund**.

3.3.7 Further detail on mitigation measures relevant to communities in Yoxford is set out below.

3.4 Yoxford today

a) Spatial context

3.4.1 Yoxford ward area is shown in **Plate 3.1**, with a larger version of the map provided in **Figure 3**.

3.4.2 The ward is in East Suffolk local authority area. It is bounded by Walberswick and Wenhaston ward to the north, the North Sea to the east, Leiston and Saxmundham wards to the south, and Peasenhall ward to the west.

b) People, jobs and homes⁷

- 3.4.3 Yoxford ward includes the communities of Darsham, Dunwich, Middleton, Middleton Moor, Westleton and Yoxford. It had a population of 2,022 people in 2018, across an area of 5,473 hectares – with a population density of 0.4 people per hectare. Just under half of residents (48%) are working-age, approximately 40% are aged 65 or over, and the remaining 12% are children aged 0 to 15.
- 3.4.4 Yoxford’s population grew by 1.8% over the 5 years 2013-2018 – this was lower than the rate of growth across East Suffolk over the same period (2.8%).
- 3.4.5 The ward’s population is relatively dynamic – with people moving in and out of the area so that approximately 185 residents moved into the ward in the 2011 Census year for example, and jobs turned over at an estimated rate of approximately 110-150 jobs per year in 2019.
- 3.4.6 This high level of dynamism could be linked to the strength of the tourist sector (25% of jobs in Yoxford) and agriculture sector – both of which rely on a seasonal and migratory workforce.
- 3.4.7 There are approximately 700 jobs based in Yoxford ward, with this number having grown over the last 5 years (from 450 – equivalent to 56% growth). Latest data on claimant count rates shows approximately 1.8% of working-age Yoxford residents (15 people) are unemployed and claiming benefits.
- 3.4.8 There are 605 bedspaces for tourists in Yoxford – almost half of these (277) are in caravans and campsites. There are 326 bedrooms in the private rented sector, and 520 in the owner-occupied sector, in family-sized homes (3+ bedrooms). In total there are an estimated 478 unoccupied (vacant) bedrooms in Yoxford.
- 3.4.9 Suffolk’s Hidden Needs Report identifies pockets of high levels of deprivation and disadvantage across Suffolk that is not reflected in national statistics, including poor access to broadband, income deprivation, and low levels of qualifications. It notes areas around Yoxford are some of the most deprived in Suffolk.

⁷ This data is extrapolated from the baseline assessment set out in the Socio-economic chapter of the ES (Volume 2 Chapter 9) and is based on a number of sources including ONS 2011 Census data, ONS Mid Year Population Estimates, and the Business Register and Employment Survey. A full list of sources and references is included in Volume 2 Chapter 9 of the ES.

c) Community facilities

- 3.4.10 There are two primary schools in Yoxford ward, Yoxford and Peasehall Primary Academy and Middleton Community Primary. Between them these schools have 175 places, 104 of which are filled.
- 3.4.11 There are no secondary schools in Yoxford ward. The closest schools are in Leiston (Alde Valley School) which has 560 places, 394 of which are filled and Saxmundham (Saxmundham Free School) which has 600 places, 474 of which are currently filled. Alde Valley offers sixth form provision (Year 12 and 13 for students aged 16-18).
- 3.4.12 There is one GP surgery in Yoxford ward, which is a branch of The Leiston Surgery. Other community facilities in Yoxford ward include five community halls, and two facilities used for sport and leisure – Yoxford Cricket Club and Middleton Cum Fordley Recreation Ground.

3.5 Consultation

- 3.5.1 From 2008, there has been a thorough consultation process to engage local people, and other stakeholders in the process of planning the power station and associated development.
- 3.5.2 The formal consultation process has been spread across four stages, with the first formal stage of consultation running from November 2012 to February 2013; Stage 2 between November 2016 and February 2017; Stage 3 consultation between January 2019 and March 2019; and Stage 4 from July to September 2019.
- 3.5.3 Between formal stages of public consultation the team based at the Sizewell C Information Office in Leiston has met many individuals and organisations to discuss the Sizewell C Project. The team preparing the Environmental Impact Assessment and associated strategies has also held meetings of relevance to this Community Impact Report including with service providers (emergency services; healthcare and public health; skills, education and supply chain; social services and housing).
- 3.5.4 Consultation feedback from stakeholders and communities has influenced the choice of site options and scheme layout, the design of the development, proposed mitigation measures, and the approach to community consultation throughout the evolution of the Sizewell C Project.
- 3.5.5 Consultation responses were made by a number of organisations and individuals based in Yoxford, including: Yoxford Parish Council, Dunwich Parish Council, Middleton-cum-Fordley Parish Council, Darsham Parish Council, Westleton Parish Council, Sizewell Parishes Group, Minsmere

Levels Stakeholder Group, Middleton and Theberton Landowners, Rookery Park Estate, DASH Astro, the Woodland Trust, the B1122 Action Group, Sandlings Safer Cycling Campaign, and Save our Sandlings.

3.5.6 Issues raised included:

- The effect on roads, transport services, footpaths, access and recreational routes.
- The effect on community facilities, services, and accommodation and housing locally, including potential for additional demand from workers.
- Education, training, employment and supply chain opportunities and wider impacts on the local economy including local businesses.
- Effects on local residents, including visual impacts, noise, vibration, air quality, community safety and health impacts.
- Effects on tourism.

3.5.7 A full summary of responses to all stages of the consultation and how the Sizewell C Project design and mitigation has evolved in response is set out in the **Consultation Report** (Doc Ref. 5.1).

3.6 How Yoxford might be affected by the Sizewell C Project

a) Overview

3.6.1 The section is organised to set out the significant effects of the Sizewell C Project in Yoxford. Effects are set out under the following topic areas:

- People, jobs and homes – Sections b-e.
- Transport – Section f.
- Health and Wellbeing – Section g.
- Amenity and Recreation – Section h.
- Landscape and Visual – Section i.
- Noise and Vibration – Section j.

- Air Quality – Section k.
- Equality – Section l.
- Cumulative and inter-relationship effects – Section m.

3.6.2 A summary of all significant effects in Yoxford, after mitigation is taken into account (known as residual effects), is set out in **Section 3.7** of this report.

b) **People, jobs and homes – economic effects**

i. **Overview**

3.6.3 Over an estimated construction period of 9-12 years, and operating lifetime of around 60 years, the Sizewell C Project will provide: jobs; supply chain opportunities that could support development and growth of local firms; skills development opportunities; spending effects that will benefit the wider economy; and productivity benefits.

3.6.4 SZC Co. has worked with the local authorities, the New Anglia Local Enterprise Partnership (NALEP), the Suffolk Chamber of Commerce and other stakeholders to design measures to maximise the economic benefits of the Sizewell C Project. Many measures draw on lessons learnt from the construction of Sizewell B and Hinkley Point C.

ii. **Jobs, skills and education effects – construction phase**

3.6.5 The number of workers needed to construct the Sizewell C Project would vary over the construction period. At the peak of construction (approximately year 7 of construction) up to 7,900 workers, plus 600 associated development staff would be needed.

3.6.6 Up to 2,410 workers would be recruited from existing local residents (living within 90 minutes of the main development site). Some would have been unemployed before working on the Sizewell C Project.

3.6.7 These job opportunities and effects on levels of unemployment, economic inactivity and productivity would be a **significant beneficial effect** for the local area.

3.6.8 Employment, skills and education benefits during construction would be supported by the following:

- An **Employment, Skills and Education Strategy** (Doc Ref. 8.9) setting out measures intended to leave a long-term legacy locally –

including: implementing a **Sizewell C Jobs Service** and partnership working with existing employment schemes in the region to support recruitment of local people. This will include focusing on ‘hard to reach’ individuals, those without a job or with spare capacity for work. It would also help to minimise instances where the Sizewell C Project may result in roles in existing firms becoming harder to fill.

- **Skills initiatives** accessible to local people and complementary businesses in the local supply chain, including in Yoxford. A flexible **asset skills enhancement and capability fund** for example would support colleges and skills providers to build on existing assets and help deliver the skills needed for the Sizewell C Project. Funding for a **Regional Skills Coordinator** post would provide an interface between the Sizewell C Project and skills providers to plan for and coordinate skills training requirements.
- Ongoing **education interventions** including measures that bridge the gap between school and employment on the Sizewell C Project. Sizewell B already has an established and successful programme working with local schools to promote careers in the energy sector, and raise aspirations generally – SZC Co.’s strategy will enhance this activity.
- Resources on education will be particularly focused in areas of higher social deprivation and lower social mobility. The **Young Sizewell C** programme will aim to build awareness of the employment opportunities associated with the Sizewell C Project among young people. The Sizewell C Project will also create a **Bursary Scheme** to support the creation of alternative pathways into work on the Sizewell C Project for those that have not reached the required entry level.

iii. **Jobs, skills and education – operational phase**

- 3.6.9 When the power station is operational, there would be around 900 people working there. An estimated 370 permanent operational jobs would be taken by existing residents living within 25 miles of the power station.
- 3.6.10 During outages this would increase by a temporary workforce of approximately 1,000 (every 18 months per unit, for approximately two months), of which around 850 would be non-home-based.
- 3.6.11 It is not possible to estimate how many jobs would be taken by existing residents in Yoxford specifically – but overall the additional local jobs would be a **significant beneficial effect** of the Sizewell C Project over its 60-year operational phase.

iv. **Business supply chain opportunities – construction and operational phases**

3.6.12 The estimated value of the construction of the Sizewell C Project is £20 billion. This includes the cost of the necessary goods, services and materials, and wages for construction workers.

3.6.13 At Hinkley Point C, £1.55 billion of contracts had been committed with local / regional companies by the end of 2018, with £981 million already spent. It is anticipated that Sizewell C could deliver similar levels of local and regional economic benefits to the East of England region.

3.6.14 The business, supply chain and spending benefits would be supported by the following mitigation measures:

- **Sizewell C Supply Chain Team and Supply Chain Portal** – a partnership between SZC Co. and Suffolk Chamber of Commerce is engaging with local businesses and will continue to do so to assist them to win contracts for the supply of goods and services to deliver the Sizewell C Project.
- **Local supply chain monitoring** – SZC Co. would monitor the award of contracts on the Sizewell C Project and report on local / regional spend.
- The local supply chain and related industries would be expected to benefit further from the **Employment, Skills and Education Strategy** (Doc Ref. 8.9A) which would raise skills and education levels across the local workforce and provide legacy skills benefits locally.

3.6.15 Once construction is complete and the power station is operational, there will be opportunities for local businesses to gain contracts to support the operation, providing long-term economic benefits over the 60 year lifetime of the power station.

3.6.16 The benefits for the supply chain and procurement of goods would be a **significant beneficial effect** for the regional economy during both construction and operational phases. Although not possible to quantify the effect at a local ward level, a proportion of this spending and opportunities for skills development could benefit local businesses in Yoxford.

v. **Wages and spending effects – construction and operational phases**

3.6.17 The boost to local spending on food and accommodation specifically over the duration of the construction phase of the Sizewell C Project is estimated

to be just under £1.1bn (an average of £91 million per year over 12 years). This would be a **significant beneficial effect** locally and regionally. A proportion of this spending would be expected to benefit services and accommodation providers in Yoxford ward.

3.6.18 Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs. It is not possible to quantify this effect at Yoxford ward level, but overall it would be a **significant beneficial effect**.

vi. [Effects of transport on businesses – construction and operational phases](#)

3.6.19 The package of road safety and other improvements put forward in the **Transport Assessment** (Doc Ref. 8.5) would not only benefit the proposed Sizewell C Project, but would also provide a lasting legacy to residents of the surrounding towns and villages. No significant additional delays to traffic on routes that would affect the movement of people, or the delivery of goods are expected to arise as a result of the Sizewell C Project.

3.6.20 SZC Co. notes that in some instances, due to changes to the road network associated with the scheme, businesses may perceive a loss of passing trade, or severance which they may consider affects their business models. SZC Co. has carefully considered each of the elements of physical mitigation associated with changes to the transport network to create an overall network that limits significant effects on travel.

vii. [Effects on tourism and visitors – construction phase only](#)

3.6.21 **Volume 2, Chapter 9** (Socio-economics) of the **ES** sets out a detailed assessment of the potential impacts on tourism, including the results of a tourism survey commissioned by SZC Co. and undertaken by Ipsos MORI to understand the potential effects of the Sizewell C Project.

3.6.22 The assessment draws on the tourism survey; engagement with stakeholders (including the councils, NALEP, Suffolk Coast Destination Management Organisation (DMO), Visit East of England, RSPB Minster and National Trust Dunwich Heath); as well as previous experience of Sizewell B's construction, and current experience at Hinkley Point C which shows that there has been little change to tourism as a result of these projects. At Hinkley Point C, a well-managed and effective Tourism Fund has been used to promote the area which is likely to have helped. SZC Co. intends to create a similar fund for the Suffolk coast. The Tourism Fund - secured via the Section 106 Agreement (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)) - will promote

the area to reduce the risk of changes in visitor behaviour related to the Sizewell C Project's construction phase. There is therefore expected to be no residual significant effect on tourism including in Yoxford.

c) **People, jobs and homes – accommodation**

i. **Overview**

3.6.23 Some construction workers for the Sizewell C Project would be existing residents recruited from the local area, while a number are expected to move to the area temporarily (referred to as 'non-home based workers') – and will need somewhere to live.

3.6.24 At the peak of the construction an estimated 131 non-home-based construction workers would be living in Yoxford. Some workers would be expected to buy homes in Yoxford to live in (19 workers at peak construction), up to 40 are expected to privately rent in Yoxford, and 73 are likely to choose to stay in tourist accommodation in Yoxford.

3.6.25 If suitable mitigation was not implemented, this number of workers could have adverse effects on how the private rented and tourist sectors operate in Yoxford.

ii. **Mitigation measures - accommodation**

3.6.26 The following mitigation measures have been designed to reduce the significance of effects on the accommodation market, including in Yoxford. There are therefore expected to be no significant residual effects on existing accommodation locally:

- A **temporary accommodation campus** would provide up to 2,400 bedspaces, and a **temporary caravan park** would provide hard-standing and facilities suitable for up to 400 caravans (estimated 600 bedspaces) for workers – reducing demand on the existing accommodation market.
- **Housing Fund** – funds would be available to assist East Suffolk Council to deliver additional accommodation, improve existing housing stock and support the effective and resilient operation of the local accommodation market, including providing housing services to local residents who need access. It would also provide funds to support tourist accommodation providers to improve, reconfigure or add stock to the area.

- An **Accommodation Management System**, explained in detail in the **Accommodation Strategy** (Doc Ref. 8.10) would help manage the distribution of workers. SZC Co. would work with partners to develop plans to allow local landlords, tourism businesses and residents to register accommodation available for workers and enable SZC Co. and its contractors to signpost workers towards this accommodation. It would also provide information to accommodation providers. It would:
 - Collect information from workers, contractors and local accommodation providers.
 - Provide information to workers, contractors and accommodation providers, including helping providers understand opportunities to support the project’s workforce.
 - Deliver ‘one-stop-shop’ information open events for accommodation providers to brief them on the likely scale of demand from workers and required accommodation safety and quality standards, and to answer any queries from providers.
 - **Workforce surveys and monitoring** – will be carried out and data reported at regular intervals throughout the construction to monitor where workers are living and the type of accommodation they are using. This would be used to check the effectiveness of mitigation applied and allow a responsive approach to direct further funds towards specific measures or locations if needed.
- d) **People, jobs and homes – community cohesion, safety and services – construction phase only**

i. **Overview**

3.6.27 In total up to 142 construction workers are forecast to be resident in Yoxford at the peak of construction. A small proportion (around 13%) of workers may bring families with them. Around 12 workers’ children aged 0-16 would be expected to live in Yoxford at the peak of construction. This change in population would not be significant.

3.6.28 **Chapter 9 of Volume 2 of the ES (Socio-economics)** considers the effect of the temporary additional population on the following community services:

- Pre-school, primary and secondary schools.
- Social services and associated community safety effects.
- Libraries, arts, cultural and other county-level services.

- Sports and leisure facilities.
- Regulatory and environmental services – for example waste collection.
- Policing and associated community safety effects.
- Fire and rescue services and associated community safety effects.
- Health services (including GP practices and ambulance).

3.6.29 SZC Co. has worked with the councils and other public and emergency service providers to consider these potential effects on the community, and to design appropriate measures to ensure there are no significant adverse effects including in terms of community cohesion, safety, and access to community services and facilities.

3.6.30 Taking into account the mitigation measures below, the Sizewell C Project would be expected to have negligible effects on community cohesion, safety and on community services – excluding sports provision. The new permanent sports facilities including a full-size 3G pitch and two multi-use games areas (MUGAs) located at Alde Valley School in Leiston would provide a **significant beneficial effect** on sports provision locally.

ii. [Mitigation measures – community cohesion, safety and community services](#)

3.6.31 The following measures are proposed to minimise the potential for adverse effects associated with the temporary increase in population. Some of these would bring long-term legacy effects:

- SZC Co. would ensure the **active management** of its **accommodation** (campus and caravan park). This would include enforcement of expected standards of behaviour from workers, provision of 24/7 security, liaison with emergency services and complaints procedures for local residents.
- Signature of a **Worker Code of Conduct** setting out the high standards of behaviour expected for the workforce, both on-site and when in the community, will be a condition of employment for every worker on the Sizewell C Project. Expectations will be reinforced by ongoing training and breaching of the Worker Code of Conduct may mean dismissal from the Sizewell C Project.

- Pre-employment and ongoing **drug and alcohol testing** and **security vetting** would be implemented for workers on the Sizewell C Project.
- A **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) identifies roles and responsibilities, measures (including financial contributions to police, fire and rescue and ambulance services) and monitoring that will be secured through a Section 106 Agreement relating to community safety and emergency services, and sets out how SZC Co., the Councils and emergency services will work together to identify and manage effects.
- A number of strategies, including the **Employment, Skills and Education Strategy** (Doc Ref. 8.9), the **Accommodation Strategy** (Doc Ref. 8.10), **Code of Construction Practice (CoCP)** (Doc Ref. 8.11), and worker ‘Welcome Packs’ will include measures to support and/or protect vulnerable people and groups and minimise adverse effects on the community and community services – for example the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) includes measures specifically targeting the recruitment of local young people who are not currently in education or training. By supporting those most in need this would in turn be expected to reduce demand on community services locally.
- A **Public Services Contingency Fund**, see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4) will be capable of providing resilience and responding to significant effects on public services, should they arise – based on risks identified by, for example, adult and children’s services and education services.
- Waste collection will be managed via the **Sizewell C Conventional Waste Management Strategy**, provided in **Appendix 8A** of **Volume 2** of the **ES**, which will include an agreement between SZC Co. and a commercial waste contractor to collect waste from the accommodation campus and caravan facilities.
- A **Community Fund**, see **draft Section 106 Heads of Terms** – would offer financial contributions to help mitigate adverse effects on the economic, social or environmental well-being of communities potentially affected by the Sizewell C Project, including their quality of life. This may include a programme of small grants to charities, voluntary groups, social enterprises, and strategic grants – for example investment in local facilities or services. The Community Fund will recognise that communities closer to the main development

site, such as Leiston, are likely to experience more and greater effects across a wider range of social, economic and environmental areas which could affect their quality of life.

- **On-going working groups**, including a **Sizewell C Health Working Group** and a **Community Safety Working Group**, with stakeholders would ensure mitigation can be allocated effectively to avoid or reduce potential effects on public services.

e) **People, jobs and homes – summary of significant residual effects**

3.6.32 A summary of significant effects on people, jobs and homes is set out in **Table 3.1**. Significant residual effects are those that remain once mitigation measures are taken into account. All significant residual effects on people, jobs and homes would be beneficial effects.

Table 3.1: Significant residual effects on people, jobs and homes in Yoxford

Effect	Phase of development	Type of Residual Effect
Job opportunities to support the construction, and effects on levels of unemployment, economic inactivity and productivity	Construction phase	Significant beneficial
Job opportunities at the power station over its 60-year operational phase	Operational phase	Significant beneficial
Supply chain opportunities for local businesses including procurement of goods and services	Construction and operational phases	Significant beneficial
Boost to local spending including on food and accommodation during the construction phase	Construction phase	Significant beneficial
Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs	Operational phase	Significant beneficial
The new 3G pitch and MUGAs located at Alde Valley School would provide a significant beneficial effect on sports provision locally	Construction and operational phase	Significant beneficial

f) Transport

i. Overview

3.6.33 The construction phase of the Sizewell C Project will require the transport of people and materials to and from the main development site and associated development sites.

3.6.34 SZC Co. has developed a transport strategy that aims to:

- Minimise the volume of traffic generated by the Sizewell C Project.
- Maximise traffic safety.
- Minimise adverse effects on existing communities and visitors to the area.
- Ensure the resilience of the transport network in the event of a traffic incident.
- Provide long-term transport legacy benefits for the area.

3.6.35 The Sizewell C Project's transport strategy includes a number of mitigation measures to achieve these objectives:

- Provision of a **worker accommodation campus and caravan park** within the main development site – reducing the need for workers to use the existing transport network to travel to work.
- **Two park and ride facilities** – in Darsham (northern) and Wickham Market (southern) – to reduce volume of trips by car to the main development site.
- **Direct bus services** will also operate from key locations to the main development site, to reduce the volume of trips made by car.
- **Management of car parking** – at peak a maximum of 12% of the workforce will be permitted to park at the main development site – limiting the impact on the local network.
- **Improved walking and cycling routes** to the main development site.

- A **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) has been developed, and all employees will be required to sign it on joining the Sizewell C Project. It would be managed by a full time Transport Co-ordinator, including ensuring mode share targets are complied with.
- A number of highway improvements are proposed to respond to potential network capacity or safety issues, such as the two village bypass, Sizewell link road and Yoxford roundabout.
- The construction methodology has been designed to minimise the requirement to move materials off site as far as practicable.
- Bulk materials would be transported to and from the site by sea or by rail where practical, avoiding use of the highways network. A **beach landing facility (BLF)** would allow the delivery of abnormal indivisible loads (AILs) by sea, and a **green rail route** (temporary rail extension off the existing Saxmundham to Leiston branch line) would allow the delivery of freight to the site by rail.
- Where HGVs are required, defined HGV routes will be used that minimise local impacts. Residual freight would be managed through proposed delivery management system (including limiting numbers of HGV movements per day), freight management facility in Seven Hills to allow a controlled pattern of deliveries, and a **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7).

3.6.36 Full details of these measures are set out in the **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7), **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) and **Code of Construction Practice (CoCP)** (Doc Ref. 8.11).

3.6.37 When the construction phase is complete there will be no remaining requirement for the large scale movement of goods and workers across the network. The park and ride facilities, freight management facility, accommodation campus and caravan park, and green rail route would all be removed. The BLF would remain to allow the delivery of AILs by sea during the operation of the power station, and a number of the highways improvements would provide long-term legacy benefits to the road network.

3.6.38 A key focus of the transport strategy has been developing proposals with placemaking in mind and that seek to offer a positive contribution towards quality of life. Roads are an important part of Suffolk's transport infrastructure for local residents, businesses and the tourist industry.

Minimising congestion and maximising the resilience of the highway network is a fundamental part of the transport strategy: minimising emissions and the visual impact of traffic, and maximising safety.

3.6.39 **Volume 2, Chapter 10** of the **ES** sets out an assessment of the transport effects of the Sizewell C Project during the early years (in 2023), at peak construction (in 2028), and once the power station is complete and operational (in 2034).

3.6.40 The scope of the assessment considers:

- Severance – the perceived division of a community by a major traffic artery.
- Pedestrian delay – where the volume, composition and/or speed of traffic affect the ability of pedestrians to cross roads.
- Pedestrian amenity – the pleasantness of a journey for pedestrians.
- Driver delay – to journey time.
- Accidents and safety- including perceptions of safety.

3.6.41 A full description of the methodology used to assess transport effects is set out in **Volume 2, Chapter 10** of the **ES**.

ii. [Transport effects – Yoxford](#)

3.6.42 Taking into account the mitigation measures above, detailed further in **Volume 2, Chapter 10** of the **ES**, the significant residual transport effects in **Table 3.2** are expected in Yoxford.

Table 3.2: Significant residual transport effects in Yoxford

Type of Transport Effect	Area Affected	Mitigation	Phase of Development / Residual Effect
Pedestrian and cycle amenity – adverse effect on amenity due to traffic during early years construction before Sizewell link road is completed	B1122 between Yoxford and main development site	N/a	Early years only / Significant adverse
Severance – beneficial effect due to Sizewell	Communities along B1122 that will	Sizewell link road – once constructed will	Peak construction and operation /

Type of Transport Effect	Area Affected	Mitigation	Phase of Development / Residual Effect
link road being built	experience less of a severance effect once Sizewell link road is operational	provide a beneficial effect	Significant beneficial
Severance of footpath – permanent effect due to new Sizewell link road	Footpath E-396/023/0	N/a	Peak construction and operation/ Significant adverse
Pedestrian delay due to diversion of footpaths - permanent effect due to new Sizewell link road	Footpaths E-396/015/0 and E-515/005/0	N/a	Peak construction and operation/ Significant adverse

g) Health and wellbeing

i. Overview

3.6.43 The construction and operation of the Sizewell C Project has the potential to influence health and wellbeing both adversely and beneficially through a number of environmental, social and economic pathways.

3.6.44 **Chapter 28 of Volume 2 of the ES** explores relevant health pathways associated with the Sizewell C Project and assesses the distribution, magnitude and significance of impacts on local communities. This section summarises the findings of the assessment relevant to Yoxford.

ii. Mitigation measures to minimise effects on health and wellbeing (including in Yoxford)

3.6.45 A number of the Sizewell C Project mitigation measures detailed in the socio-economics, transport, air quality, noise and vibration and radiological chapters are inherently in place to manage potential hazards at a point that precludes and manages public health impacts.

3.6.46 These include measures that reduce or mitigate adverse effects on air quality, noise and vibration, transport, landscape and visual effects, socio-economic effects, and amenity and recreation during the construction phase. A number of these measures are set out in the **Code of Construction Practice (CoCP)** (Doc Ref. 8.11). For example, measures to minimise off-site noise generation and community exposure are set out, reducing hazard source and exposure to potential health risk, and are further addressed through the **Noise Mitigation Scheme**, provided in

Appendix 11H of Volume 2 and the draft Section 106 Heads of Terms provided as Appendix J to the Planning Statement (Doc Ref. 8.4).

3.6.47 As detailed in **Appendix 28A of Volume 2** of the **ES** an on-site occupational health service for construction workers, including a pharmacy and an out of hours service will operate 24/7 during the construction phase. Provision will include a range of health protection and promotion initiatives, and campaigns to promote good health and healthy lifestyles among workers. It would also promote safety in the workforce with a focus on preventing ill health. As demonstrated at Hinkley Point C, this has proven to be effective in significantly reducing demand on existing local services arising as result of the temporary growth in population associated with the construction workforce.

3.6.48 Measures undertaken by the occupational health service to support health and wellbeing on the Sizewell C Project, thereby reducing potential demand on local healthcare facilities, will include:

- All construction workers will go through a pre-employment health screening process to determine their fitness for work. Certain groups will undergo periodic reassessment to ensure they meet legal standards to undertake their job.
- A health surveillance programme will cover three core areas: hand-arm-vibration syndrome; noise; and Control of Substances Hazardous to Health (COSHH) – routinely this includes respiratory health and skin health surveillance. It will maintain health records which will be reported to a Sizewell Health Working Group (SHWG) to measure effectiveness of provision (e.g. GP, hospital referrals and ambulance call out).
- A drugs and alcohol policy will be enforced which will include testing pre-placement on-site, for cause / reasonable suspicion and random testing.
- The occupational health service will treat and advise any workers who have accidents or are taken ill at work. It will have an emergency response vehicle to facilitate rapid response.

3.6.49 Additional mitigation measures proposed by the Sizewell C Project to support health and wellbeing in the local community and minimise adverse effects include the following (see **draft Section 106 Heads of Terms** appended to the **Planning Statement (Doc Ref. 8.4)**):

- A **Healthcare Planning Contribution** would be provided to address any minor residual effect from the expected rise in demand for GP services arising from the entire construction workforce.
- A **Community Fund** would fund schemes, measures and projects which promote the economic, social or environmental well-being of the communities affected by the development, enhancing their quality of life. The Community Fund would recognise that some communities closer to the main development site are likely to experience more and greater effects across a wider range of social, economic and environmental areas.
- The **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) sets out measures that would mitigate any potential adverse effects on ambulance services arising from the temporary increase in population during the construction phase.
- **Monitoring and governance arrangements** will be provided and thresholds set at levels that preclude health impacts. The occupational health care provision will be monitored, as will referral rates to test effectiveness, and iteratively refine and enhance the service where required. The Sizewell Health Working Group (SHWG) will manage engagement on health and wellbeing throughout the construction period, and facilitate collaboration and coordination on health initiatives.

iii. [Significant effects on health and wellbeing in Yoxford](#)

3.6.50 The following health and wellbeing effects are assessed in **Chapter 28 of Volume 2** of the **ES**. In terms of the construction of the Sizewell C Project:

- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;
- potential health and wellbeing effects associated with the introduction of a temporary non-home-based construction workforce (including social impacts and on healthcare capacity) including net additional

dependants (for those workers moving to the area and bringing their family);

- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

3.6.51 In terms of the operation of the Sizewell C Project:

- potential health and wellbeing effects from changes in radiological exposure;
- potential health and wellbeing effects from changes in electromagnetic field exposure;
- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;
- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

3.6.52 Taking into account the mitigation measures set out above, the significant residual health and wellbeing effects of the Sizewell C Project including for communities in Yoxford would be beneficial, as set out in **Table 3.3**.

Table 3.3: Significant residual health and wellbeing effects in Yoxford

Health Effect	Phase	Type of Effect (Residual)
Socio-economic health benefits – employment and income effects (key determinants of health influencing social, mental and physical health)	Construction	Significant beneficial
Socio-economic health benefits –	Operation	Significant beneficial

Health Effect	Phase	Type of Effect (Residual)
employment and income effects (key determinants of health influencing social, mental and physical health)		
Change in significant residual noise exposure from Sizewell link road with both adverse and beneficial outcomes (see Table 3.4: Noise)	Construction	Significant adverse / beneficial
Change in significant residual noise exposure from Sizewell link road with both adverse and beneficial outcomes (see Table 3.5: Noise)	Operation	Significant adverse / beneficial

h) **Amenity and Recreation**

i. **Overview**

3.6.53 The construction and operation of the Sizewell C Project would impact some Public Rights of Way (PRoW) (including Public Footpaths, Bridleways, Restricted Byways, and Byway open to All Traffic), permissive footpaths (also referred to as permissive paths), long distance walking routes, cycle routes and publicly accessible open spaces including open access land, common land and the beach. Hereafter these uses will be referred to collectively as recreational routes. Some impacts would be expected to have an effect on the amenity and recreation value experienced by users.

3.6.54 The **Rights of Way and Access Strategy** in **Volume 2 Appendix 15I** of the **ES** sets out details of the proposed main temporary and permanent physical changes (closures, diversions and new routes) to recreational routes for the main development site. Further detail on temporary and permanent closures and diversions of existing PRoW and creation of new PRoW for the main development site and the green rail route are shown on the **Rights of Way Plans** (Doc Ref. 2.4). Disturbance would be minimised by providing appropriate diversion routes where closure cannot be avoided.

3.6.55 Depending on the specific recreational route, users may also be affected by changes to views, noise, air quality or traffic movements, or by an increase the number of users in the area associated with the proposed development. These factors could affect the perception of tranquillity of users.

ii. **Physical changes to recreational routes in Yoxford – construction and operational phases**

3.6.56 During the construction stage of the proposed development, the following PRoW in Yoxford would be subject to diversions due to the Sizewell link road, see detailed **Access/Rights of Way Plans** (Doc Ref. 2.4). These are intended to facilitate construction of the proposed development while

ensuring that users continue to have access to a safe, well connected PRow network. In all cases, diversions would be kept as short as practicable to minimise disruption. The proposed diversions would be as follows:

- users of footpath E-344/014/0 (which runs between Saxmundham and Yoxford) would be permanently diverted east by approximately 25m to allow the route to accommodate the proposed embankment slopes of the proposed Sizewell link road;
- users of footpaths E-344/013/0 and E-584/016/A (which form a continuous route across the boundaries of Yoxford and Saxmundham) would be temporarily diverted south-west along the proposed route of Sizewell link road and cross the proposed Sizewell link road approximately 250 metres (m) south-west of the existing location;
- users of footpath E-584/016/0 (which connects to E-396/014A) would be permanently diverted east along the proposed route of the Sizewell link road and cross the proposed road approximately 270m east of the existing location;
- users of footpath E-396/017/0 would be permanently diverted west along the proposed Sizewell link road, to cross the proposed road approximately 60m west of the existing location;
- users of footpath E-396/023/0 would be temporarily diverted west of its existing alignment to avoid the construction work area whilst the staggered junction north of Trust Farm is being constructed;
- users of footpath E-396/015/0 would be permanently diverted in two separate locations. At the proposed junction of the B1122 and the B1125, there would be a short diversion to accommodate the new eastern junction towards Theberton. Where the alignment of footpath E-396/015/0 and E-515/005/0 meets the proposed Sizewell link road they would be temporarily diverted 100m to the south of their existing alignment whilst earthworks are being undertaken, to cross the work area where the land is at grade. Once construction is completed, these footpaths would be diverted to cross the route of the proposed Sizewell link road via the Pretty Road overbridge.

3.6.57 The permanent PRow diversions proposed would be as follows:

- the diversion of Footpath E-344/014/0 used during construction would be permanent, crossing the Sizewell link road at grade;
- users of footpath E-344/013/0 and E-584/016/A would be diverted south-west by approximately 25m to allow the route to accommodate the proposed embankment slopes of the proposed Sizewell link road, crossing the Sizewell link road at grade. This would be a reduced diversion from the construction phase;
- the diversion of footpath E-584/016/0 (which connects to E-396/014/0) used during construction would continue, crossing the Sizewell link road at grade;
- the diversion of footpath E-396/017/0 used during construction would continue, crossing the Sizewell link road at grade;
- users of footpath E-396/023/0 would be diverted to run permanently between the northern and southern junctions of the proposed staggered crossroads, crossing the Sizewell link road at grade; and
- the diversions of footpath E-396/015/0 used during construction at the proposed junction of the B1122 and the B1125 and across Pretty Road Bridge would continue.

iii. Significant residual effects on users of recreational routes in Yoxford

3.6.58 Taking into account mitigation measures, due to physical changes, and/or other impacts on recreational amenity, the users of the recreational routes in **Table 3.4** could experience residual significant effects due to the Sizewell C Project during the temporary construction period of 9-12 years, and/or permanently.

Table 3.4: Significant residual amenity and recreation effects on users of recreational routes in Yoxford

PRoW	Phase	Description of Effect and Mitigation	Residual Effect
Westleton Walks and Dunwich Heath	Construction phase – main development site	Users of parts of the area could be temporarily affected by changes to noise, views and increases in people, which could affect their perception of tranquillity.	Significant adverse
RSPB Minsmere (Note	Construction phase –	Users of parts of the area	Significant

NOT PROTECTIVELY MARKED

PRoW	Phase	Description of Effect and Mitigation	Residual Effect
parts of this area are in Leiston ward area)	main development site	could be temporarily affected by changes to noise, views and increases in people, which could affect their perception of tranquillity.	adverse
Dunwich to Minmere Coast, including Suffolk Coast Path	Construction phase – main development site	Users of parts of the area could be temporarily affected by changes to noise, views and increases in people, which could affect their perception of tranquillity.	Significant adverse
Footpaths E-344/013/0, E-344/014/0 and E-584/016/A to the west of the East Suffolk Line (Yoxford and Saxmundham ward areas)	Construction phase – Sizewell link road	Temporary and permanent diversions would be required to footpaths E-344/013/0 and E-584/016/A, a permanent diversion would be required to footpath E-344/014/0. Users could also be temporarily affected by changes to noise and views, which could affect their perception of tranquillity.	Significant adverse
Footpaths E-396/014/0, E-584/016/0, E-396/017/0, E-396/020/0, E-396/023/0, E-396/015/0 and E-515/005/0 to the East of the East Suffolk Line.	Construction phase – Sizewell link road	Some footpaths would undergo diversions temporarily (during construction) or permanently. Users could also be temporarily affected by changes to noise and views, which could affect their perception of tranquillity.	Significant adverse
Footpaths E-344/013/0, E-344/014/0, E-584/016/A, E-396/014/0, E-584/016/0, E-396/015/0 and E-515/005/0 (Some of these footpaths follow routes between Yoxford and Saxmundham ward areas)	Operational phase – Sizewell link road	Permanent diversion of these footpaths – meaning footpaths would be less direct. Some footpaths would cross Sizewell link road at grade where users could be affected by traffic. Users could also be affected by changes to noise and views. These changes could affect the perception of tranquillity.	Significant adverse

i) Landscape and visual

i. Overview

3.6.59 The Sizewell C Project would have landscape and visual effects during its construction and when it is operational. The scale of the effect has been assessed based on the ability of existing landscapes to accommodate change, the value of existing landscapes to society, the scale and duration of the change expected and the proximity to those who would be affected.

3.6.60 The Sizewell C Project has been carefully planned as part of an iterative process and in discussion with stakeholders to define measures to mitigate landscape and visual effects. During construction the Sizewell C Project aims to reduce as much as reasonably practicable the extent of physical disturbance to the landscape and the visual prominence of construction works including buildings, structures, compounds, storage areas and stockpiles, through measures such as:

- Avoiding construction activity and major works in visually sensitive locations.
- Protecting existing woodland, forested areas, belts of vegetation and hedgerows wherever practicable which would provide natural visual screening. Planting will take place to provide additional screening.
- Minimising effects on residential properties.
- Creating temporary earth bunds and acoustic fencing/construction hoarding to provide visual containment.
- Design measures for the accommodation campus would be implemented to minimise landscape and visual impacts (maximum 3 and 4 storey blocks, and configuration of site reflecting consideration of sensitive views).
- Undertaking and completing works to the sea defences, northern mound and beach landing facility and access road as early as practicable in the programme in part to minimise disruption to users of Suffolk Coast Path/Sandlings Walk.
- The **Lighting Management Plan** provided in **Appendix 2B** of **Volume 2** of the **ES**, includes objectives to minimise the visual impact of artificial lighting from the proposed construction and when the power station is operational. For associated development sites,

introducing new lighting only where required on safety grounds and utilising best practice approaches to minimise light spill where lighting is required.

- The **outline Landscape and Ecological Management Plan (oLEMP)** (Doc Ref. 8.2) outlines the measures that will minimise the visual prominence of the permanent elements of the operational power station and integrate it as far as practicable into the existing landscape, as well as the measures to ensure appropriate management of structural vegetation to maintain the long-term screening function.

ii. **Landscape and visual effects in Yoxford – significant residual effects**

3.6.61 The landscape and visual effects in **Table 3.5** would be **significant** effects in Yoxford over the construction and/or operation of the Sizewell C Project. Effects would be associated with the main development site, the northern park and ride facility in Darsham, and the Sizewell link road.

Table 3.5: Significant residual landscape and visual effects in Yoxford

Area	Phase	Description of Effect and Mitigation	Residual Effect
Yoxford landscape character – Coastal Levels. Minsmere (Leiston and Yoxford ward areas)	Construction – main development site	Cranes and taller structures would be visible above trees leading to some reduction in the perception of landscape scale and openness. Night-time effects from construction lighting.	Significant adverse
Yoxford landscape character – Coastal Dunes and Shingle Ridges. Open coast adjoining Minsmere to the edge of the area of higher ground at Dunwich Coastguard cottages	Construction – main development site	Visual effects of construction site.	Significant adverse
Seascape character - Nearshore Waters (Heritage Coast area between Dunwich and Aldeburgh)	Construction – main development site	Views of construction site. Night-time effects – construction lighting and sky glow, diminishing with distance from the	Significant adverse

Area	Phase	Description of Effect and Mitigation	Residual Effect
		main development site.	
Westleton Walks and Dunwich Heath	Construction – main development site	Views of construction - area at the southern edge of Dunwich Heath, adjacent to the National Trust Coastguard Cottages and at the Coast Guard Cottages across the heath. Night-time effects from construction lighting.	Significant adverse
	Operation – main development site	Views of operation.	Significant adverse
RSPB Minsmere (Yoxford and Leiston ward areas)	Construction – main development site	Views of construction. Views would to some extent be filtered by tall reeds and occasional scrub. Most prominent view would be from the Bittern Hide, an elevated structure with views over the reedbeds towards Sizewell, and open ground on Whin Hill. Night-time effects from construction lighting.	Significant adverse
	Operation – main development site	Views of operation.	Significant adverse
Dunwich to Minsmere Coast	Construction – main development site	Views of construction. Night-time effects from construction lighting.	Significant adverse
	Operation – main development site	Views of operation.	Significant adverse
Viewpoint at the south of Dunwich Heath	Construction – main development site	Views of construction. Night-time effects from construction lighting.	Significant adverse
	Operation – main development site	Views of operation.	Significant

Area	Phase	Description of Effect and Mitigation	Residual Effect
	development site		adverse
Suffolk Coast Path	Construction – main development site	Views of construction.	Significant adverse
	Operation – main development site	Views of operation.	Significant adverse
Sandlings Walk	Construction – main development site	Views of construction	Significant adverse
	Operation – main development site	Views of operation.	Significant adverse
Darsham - Users of the cycle way along Willow Marsh Lane and Main Road, minor roads and local residents to north and east of the site and immediately adjacent to it	Construction – northern park and ride - Darsham	Temporary impacts on views of construction site and access road.	Significant adverse
	Operation – northern park and ride - Darsham	Temporary impacts on views of park and ride site and access road. Night-time effects from lighting.	Significant adverse
	Removal and reinstatement works – northern park and ride site - Darsham	Temporary impacts on views of construction site and access road.	Significant adverse
Users of public footpaths (E-344/013/0, E-344/014/0, E-584/016/A and E-584/019/0), local residents and motorists on local roads between the boundary of Rookery Park to the north, the East Suffolk Line to the east, Town Farm Lane to the south and the A12 to the west: This group of receptors includes users of the rights of way network in the area between the features described above, which is located between Yoxford and Saxmundham, as well as the residential properties located within the same area and users of Town Farm Lane. Area falls within Yoxford and Saxmundham ward	Construction phase – Sizewell link road	Views of construction site and diversion of footpath. Night-time effects from lighting.	Significant adverse

Area	Phase	Description of Effect and Mitigation	Residual Effect
areas			
Users of public footpaths (E-396/014/0 and E-584/016/0), local residents (including at Middleton Moor), users of open access land/registered common land at Middleton Moor and motorists on local roads between the B1122 (Yoxford Road/Middleton Road) to the north, Fordley Road to the east, vegetation around Fordley Hall to the south and the East Suffolk line to the west. This group of receptors includes users of the rights of way network between Fordley Road and the East Suffolk line, as well as users of Middleton Road, Littlemoor Road and Fordley Road and local residents along them	Construction phase – Sizewell link road	Views of construction for both road and footpath users. Diversion of footpaths.	Significant adverse
Users of public footpaths (E-396/017/0, E-396/018/0, E-396/019/0, E-396/020/0 and E-396/023/0), local residents and motorists on local roads between the B1122 (Yoxford Road) to the north, Hawthorn Road to the east, vegetation around Parkway Farm to the south and Fordley Road to the west. This group of receptors includes users of the rights of way network around Trust Farm, Hawthorn Farm and Packway Farm, as well as the residential properties in the same area, and users of Yoxford Road and Hawthorn Road	Construction phase – Sizewell link road	Some users footpaths would be in close proximity to the construction works, or would be diverted from their usual route.	Significant adverse

j) Noise and vibration

i. Overview

3.6.62 A full assessment of the noise effects of the Sizewell C Project is set out in the **ES** (see **Chapter 11** of **Volume 2** and **Chapter 4** of **Volumes 3-9**). This section of the Community Impact Report sets out the significant residual noise effects that are expected to impact people and communities in Yoxford.

3.6.63 Potential sources of noise associated with the Sizewell C Project include:

- Construction noise - – work on the main development site may result in both day-time (07:00-23:00 hours) and night-time (23:00-07:00 hours) noise whereas associated development sites would only generate construction noise during the day (Monday to Saturday 07:00-19:00 hours);
- Noise from increased volumes of traffic during the construction phase;
- Noise from increased rail movements at night; and
- Operational noise – once the Sizewell C power station is operational, including noise from the power station itself; back-up generators during testing periods post-outage, and the CHP.

3.6.64 As set out below, the significant residual noise and vibration effects in Yoxford are all related to traffic on the Sizewell link road.

3.6.65 Standards for acceptable noise levels are set out in national planning policies including the National Planning Policy Framework, National Planning Practice Guidance and in the Noise Policy Statement for England (NPSE) 2010.

3.6.66 The following mitigation measures have been designed to minimise the noise impacts of the Sizewell C Project:

- **Noise barriers** have been designed (landscape bunds and/or acoustic screens) in order to reduce the spread of construction noise close to sensitive areas.
- The **Code of Construction Practice** (Doc Ref. 8.11) sets out the Sizewell C Project's best practice approach to construction noise including: using quiet plant and techniques, switching off equipment

when not required, using reversing alarms that minimise impacts off site, and provision of training and instruction to workers to use methods that minimise off-site noise.

- The **Construction Worker Travel Plan** (Doc Ref. 8.8) and **Construction Traffic Management Plan** (Doc Ref. 8.7) would reduce and manage traffic impacts and associated noise.
- The **Noise Mitigation Scheme** – will provide mitigation to those properties where it is deemed, through the EIA noise assessments, that the proposals have created a significant adverse impact. This may be through the physical installation of double glazing, or the offering to pay for temporary rehousing where short term construction activity is forecast to be particularly noisy for those living very close to the works.
- The **Property Price Support Scheme** – will provide financial compensation for homeowners (within defined areas close to the development) who make the decision to sell their property where the sale price of the property has been negatively impacted by the Sizewell C Project.
- The **Rail Noise Mitigation Strategy** – which SZC Co. will develop in consultation with Network Rail and the rail freight operator, informed by further detailed assessments, to establish a package of measures to be implemented to mitigate noise impacts on the Saxmundham to Leiston branch line and the East Suffolk line.

ii. **Noise effects in Yoxford – significant residual effects**

3.6.67 Expected significant noise effects in Yoxford are set out in **Table 3.6**.

Table 3.6: Significant residual noise effects in Yoxford

Noise Sensitive Area	Phase	Description of Effect and Mitigation	Residual Effect
3. Fordley Hall 12. Trust Farm 13. Dovehouse Farm 19. Oakfield House 20. Hawthorn Cottages 33. Rookery Farm 34. Keepers Cottage	Sizewell link road – during peak construction year, 2028	Daytime noise during peak construction year (including busiest periods), 2028	Significant adverse

Noise Sensitive Area	Phase	Description of Effect and Mitigation	Residual Effect
36. Hawthorn Farm 42. Rose Farm			
5. Cross Roads 6. Garden House Farm 7. Mill Street 8. Yoxford Road 9. Hill Farm 27. Theberton Hall / Middleton Moor 40. Tollgate	Sizewell link road – during peak construction year, 2028	Reduction in daytime noise	Significant beneficial
3. Fordley Hall 12. Trust Farm 13. Dovehouse Farm 19. Oakfield House 20. Hawthorn Cottages	Operational phase – Sizewell link road – during first year of power station operation, 2034	Daytime noise during the first year of power station operation, 2034	Significant adverse
5. Cross Roads 6. Garden House Farm 7. Mill Street 8. Yoxford Road 9. Hill Farm 10. Valley Farm 11. Annesons Cottage 21. Coronation Cottages 22. Annesons Corner 27. Theberton Hall / Middleton Moor 40. Tollgate	Operational phase – Sizewell link road – during first year of power station operation, 2034	Reduction in daytime noise	Significant beneficial

k) Air quality

i. Overview

3.6.68 The Sizewell C Project would generate emissions that could affect air quality, during its construction and operational phases, including:

- Construction related dust and construction vehicle (non-road mobile machinery) emissions.

- Traffic emissions (rail and /or road) during construction and operation of Sizewell C.

ii. [Air quality effects in Yoxford – significant residual effects](#)

3.6.69 A number of measures have been designed to mitigate air quality effects, including in Yoxford (as set out below). Taking into account these measures, there are expected to be no significant residual air quality impacts in Yoxford.

iii. [Mitigation measures to minimise effects on air quality \(including in Yoxford\)](#)

3.6.70 The following mitigation measures have been designed into the Sizewell C Project to minimise emissions that could affect air quality:

- A **Construction Worker Travel Plan** (Doc Ref. 8.8) and a **Construction Traffic Management Plan** (Doc Ref. 8.7) to reduce and manage the effects of traffic associated with the Sizewell C Project, including:
 - Use of two park and ride facilities, and worker accommodation campus and caravan park, reduced car parking provision and public rights of way improvements will minimise construction worker traffic and trips by car (and associated emissions) related to the Sizewell C Project.
 - Use of off-site freight management facility to reduce on-site queuing and engine idling (and associated emissions).
 - Use of beach landing facility and rail, including the green rail route to minimise AIL and freight movements by road.
- The **Code of Construction Practice (CoCP)** (Doc. Ref 8.11) sets out general measures that would control the dust associated with construction, and the emissions generated by contractor vehicles and mobile machinery. The **CoCP** includes measures such as:
 - Site layout will be planned so the site access and significant dust generating activities will be located as far as possible from the site boundary and sensitive receptors.
 - Best practice measures will be implemented to minimise dust and emissions including for example, the use of modular (pre-fabricated buildings), use of water suppression systems and application of industry best practice when handling ballast and

aggregate, use and maintenance of wheel wash facilities, and provision of sheeting on vehicles carrying aggregate.

l) Equality

i. Overview

3.6.71 The Equality Act 2010 awarded public bodies a duty to consider effects on equality and sets out nine protected characteristics.

- Age.
- Disability.
- Gender reassignment.
- Marriage and civil partnership.
- Pregnancy and maternity.
- Race.
- Religion or belief.
- Sex.
- Sexual Orientation.

3.6.72 SZC Co. has prepared an **Equality Statement** (Doc Ref. 5.14) alongside the development consent application, to inform consideration of equality. The nature of equality – depending on complex personal circumstances – means that it is not possible to precisely quantify all possible effects. But it is possible to highlight aspects of the scheme that may affect people differently.

3.6.73 This information will be used to inform how mitigation such as the **Community Fund** (see **draft Section 106 Heads of Terms**) is implemented in practice.

3.6.74 Most of the potential equality effects identified are project-wide rather than specific to one area, and are generally limited to the construction phase of the power station:

NOT PROTECTIVELY MARKED

- The nearest wards and wider district all have a high proportion of older residents, and so in general the Sizewell C Project is more likely to affect older people.
- People with some protected characteristics (including older people, or those with disabilities) may, on average, be more likely to spend time at home, and are therefore more likely to be affected by any noise or other intrusion. The proposals include a package of measures to mitigate the effect of noise.
- People with protected characteristics that may affect their mobility (including people who are older, disabled, or pregnant), would be likely to be more affected if traffic makes roads harder to cross. The Sizewell C Project includes mitigation such as bypasses, and the **Transport Assessment** (Doc Ref. 8.5) considers any potential pedestrian severance and mitigation where needed.
- Any aspects of the Sizewell C Project (such as noise or traffic) that may affect community facilities, may be felt more by people with particular characteristics – including school children, care home residents, or congregations at places of worship. The effects on specific locations are considered within the overall mitigation of the scheme.
- The benefit of new employment opportunities in construction can be felt less by people with protected characteristics that are underrepresented in that sector, including women. SZC Co. is committed to inclusive employment and will encourage applications from all groups, with targeted initiatives to encourage more women (including girls and young women still in education) to consider careers in new nuclear.
- Additional demand for community facilities and public services from construction workers could disproportionately affect existing users of those services, some of whom will have protected characteristics. Mitigation for the scheme includes a dedicated occupational health centre for workers, as well as enhanced sports facilities, and a **Community Fund** for further mitigation.
- People who are more likely to be dependent on private rented accommodation (including young people), would be more affected if housing demand from construction workers was too high. To mitigate this the scheme includes a temporary accommodation campus and

caravan park, as well as other measures outlined in the **Accommodation Strategy** (Doc Ref. 8.10).

- People with protected characteristics that may make them particularly vulnerable to crime or to fear of crime, may be more affected by population change during the construction period. Mitigation for this includes the **Worker Code of Conduct** and other measures set out in the **Community Safety Management Plan** (Doc Ref. 8.16).

ii. Equality effects in Yoxford

3.6.75 Some of the project-wide effects described above are most likely to occur in areas closest to the site, including Yoxford ward, which includes parts of the Sizewell link road as well as the northern park and ride.

3.6.76 The ward includes Yoxford, Middleton, Westleton, Darsham and Dunwich, which between them have a range of community facilities relevant to equality, including churches, schools and care homes. There is also the Sai Grace Ashram, close to the northern park and ride site. The **ES** does not identify specific significant effects on these facilities, although there are potential combined effects from noise, vibration, air quality and visual intrusion during construction, operation and removal/reinstatement of the northern park and ride.

m) Inter-relationship effects and cumulative effects with other projects

i. Overview

3.6.77 As part of the assessment of effects of the Sizewell C Project **Volume 10** of the **ES** considers where there could be:

- **Project-wide cumulative effects** – arising where environmental effects as a result of the main development site and one or more off-site associated developments interact to generate a cumulative effect of greater significance than where these effects are considered in isolation. There are no significant cumulative effects expected in Yoxford.
- **Inter-relationship effects** – arising where one receptor is affected by multiple environmental effects (for example both noise and air quality effects) and combined these effects lead to an increased sense of disturbance, greater than the effect experienced by any one of the effects in isolation.

- **Cumulative effects with other projects** – arising where expected significant environmental effects arise as a result of the cumulative effect of the Sizewell C Project plus other development schemes taking place – where these effects are greater than the effects of the Sizewell C Project assessed on its own.

ii. **Inter-relationship effects in Yoxford**

3.6.78 During the construction and the removal and reinstatement phases of the northern park and ride site (Darsham), combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects to the following residential or representative residential receptors in Yoxford:

- Residential properties on the western side of Main Road adjacent to the eastern boundary of the site (northern park and ride site).

3.6.79 In the operational phase of the northern park and ride site, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant effects to the following residential or representative residential receptors in Yoxford:

- Residential properties on the western side of Main Road adjacent to the eastern boundary of the site (northern park and ride, Darsham).

3.6.80 During the construction of the Sizewell link road, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects to the following residential or representative residential receptors in Yoxford:

- Vale Cottage and Oakfield House.
- Valley Farm House, Annesons Cottage and Coronation Cottages.

3.6.81 During the operation of the Sizewell link road, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects to the following residential or representative residential receptors in Yoxford:

- Vale Cottage and Oakfield House.

- Valley Farm House, Annesons Cottage and Coronation Cottages.

iii. Cumulative effects with other plans and projects – relevant to Yoxford

3.6.82 **Table 3.7** sets out potential cumulative effects with other plans and projects, of relevance in Yoxford.

Table 3.7: Cumulative effects with other plans and projects (Yoxford) – significant residual effects

Receptor	Effect	Phase of Development	Type of Effect
Socio-economic effects			
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia THREE)	Construction (early & peak years)	Significant beneficial effect, regional scale
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia ONE North, East Anglia TWO, East Anglia THREE)	Operation	Significant beneficial effect, local scale

3.7 Summary of effects on the community in Yoxford

3.7.1 **Table 3.8** sets out a summary of significant effects of the Sizewell C Project on communities in Yoxford ward, including Darsham, Yoxford, Westleton, Middleton, and Dunwich. It includes both beneficial and adverse effects.

Table 3.8: Summary of significant residual effects in Yoxford

Topic Area	• Summary of Effects	• Application Documents
Economy	<ul style="list-style-type: none"> • Significant beneficial effects from construction job opportunities and on levels of unemployment and economic inactivity • Significant beneficial effects from operational job opportunities • Significant beneficial effects from supply chain opportunities for local businesses • Significant beneficial economic effects of wages and local spending 	<ul style="list-style-type: none"> • Volume 2, Chapter 9 of the ES • Economic Statement (Doc Ref. 8.9) • Employment, Skills and Education Strategy (Doc Ref. 8.9) • Supply Chain Strategy (Doc Ref. 8.9).
Community	<ul style="list-style-type: none"> • Significant and beneficial effects on 	<ul style="list-style-type: none"> • Volume 2, Chapter 9 of the ES

Topic Area	• Summary of Effects	• Application Documents
Services	sports provision locally from new sports facilities in Leiston – 3G pitch and MUGAs	<ul style="list-style-type: none"> • Community Safety Management Plan (Doc Ref. 8.16)
Transport	<ul style="list-style-type: none"> • Significant adverse pedestrian and cycle amenity effect due to traffic on B1122 during early years of construction (before Sizewell link road is completed) • Significant beneficial severance effects on the B1122 at peak construction and when the power station is operational (due to the Sizewell link road) • Significant adverse severance effect on Footpath E-396/023/0 during peak construction and when the power station is operational due to the new Sizewell link road • Significant adverse pedestrian delay effect due to diversion of footpaths E-396/015/0 and E-515/005/0 during peak construction and when the power station is operational due to the new Sizewell link road 	<ul style="list-style-type: none"> • Volume 2, Chapter 10 of the ES • Transport Assessment (Doc Ref. 8.5) • Traffic Incident Management Plan (TIMP) (Doc Ref. 8.6). • Construction Traffic Management Plan (CTMP) (Doc Ref. 8.7). • Construction Worker Travel Plan (CWTP) (Doc Ref. 8.8)
Health and Wellbeing	<ul style="list-style-type: none"> • Significant beneficial health and wellbeing effects generated by construction and operational phase employment opportunities and associated wages • Change in significant residual noise exposure from Sizewell link road with both adverse and beneficial outcomes 	<ul style="list-style-type: none"> • Volume 2, Chapter 28 of the ES
Amenity and Recreation	<ul style="list-style-type: none"> • Temporary significant adverse effects (during construction phase) on users of recreational routes at Westleton Walks and Dunwich Heath, RSPB Minsmere, Dunwich to Minsmere Coast, including Suffolk Coast Path, Footpaths E-344/013/0, E-344/014/0, E-584/016/A, E-396/014/0, E-584/016/0, E-396/017/0, E-396/020/0, E-396/023/0, E-396/015/0 and E-515/005/0 • Permanent significant adverse effects on users of footpaths E-344/013/0, E-344/014/0, E-584/016/A, E-396/014/0, E-584/016/0, E-396/015/0 and E-515/005/0 	<ul style="list-style-type: none"> • Volume 2, Chapter 15 of the ES • Volume 6, Chapter 8 of the ES
Landscape	<ul style="list-style-type: none"> • Temporary (construction phase) 	<ul style="list-style-type: none"> • Volume 2, Chapter 13 of the ES

Topic Area	• Summary of Effects	• Application Documents
and Visual	<p>significant adverse effects on several Yoxford landscape character areas and the seascape</p> <ul style="list-style-type: none"> • Permanent significant adverse effects on landscapes at Westleton Walks and Dunwich Heath, RSPB Minsmere, Dunwich to Minsmere Coast, Dunwich Heath, Suffolk Coast Path and Sandlings Walk • Temporary (construction phase) significant adverse effects for residents and users of cycleways and footpaths around proposed northern park and ride, Darsham, and the Sizewell link road 	<ul style="list-style-type: none"> • Volume 3, Chapter 6 of the ES • Volume 6, Chapter 6 of the ES • Volume 7, Chapter 6 of the ES • Volume 9, Chapter 6 of the ES
Noise	<ul style="list-style-type: none"> • Significant adverse effects to: Fordley Hall, Trust Farm, Dovehouse Farm, Oakfield House, Hawthorn Cottages, Rookery Farm, Keepers Cottage, Hawthorn Farm, Rose Farm • Permanent significant beneficial effects on: Cross Roads, Garden House Farm, Mill Street, Yoxford Road, Hill Farm, Theberton Hall / Middleton Moor, Tollgate, Valley Farm, Annesons Cottage, Coronation Cottages, Annesons Corner 	<ul style="list-style-type: none"> • Volume 2, Chapter 11 of the ES • Volume 3, Chapter 4 of the ES • Volume 6, Chapter 4 of the ES • Volume 7, Chapter 4 of the ES • Volume 9, Chapter 4 of the ES
Equality	<ul style="list-style-type: none"> • A range of project-wide potential effects on equality. No specific effects identified on community facilities 	<ul style="list-style-type: none"> • Equality Statement (Doc Ref. 5.14)
Inter-relationship effects	<ul style="list-style-type: none"> • Combined effects on the following receptors would be likely to lead to an increased sense of disturbance that would have a significant adverse effect (construction, operational and removal and reinstatement phases of the northern park and ride): Residential properties on the western side of Main Road adjacent to the eastern boundary of the site. • Combined effects on the following receptors would be likely to lead to an increased sense of disturbance that would have a significant adverse effect (construction, and operational phases of the Sizewell link road): Vale Cottage and Oakfield House, and Valley Farm House, Annesons 	<ul style="list-style-type: none"> • Chapter 2 of Volume 10 of the ES

Topic Area	• Summary of Effects	• Application Documents
	Cottage and Coronation Cottages	
Cumulative effects with other plans and projects	<ul style="list-style-type: none"> • Cumulative beneficial labour market effects during construction phase (Sizewell C plus East Anglia THREE) – supply chain benefits and labour investment • Cumulative beneficial labour market effects during operation (Sizewell C plus East Anglia ONE North, East Anglia TWO and East Anglia THREE) 	<ul style="list-style-type: none"> • Chapter 4 of Volume 10 of the ES

4 Saxmundham

4.1 Executive summary - effects of the Sizewell C Project in Saxmundham

4.1.1 This report brings together in one place the effects the Sizewell C Project is likely to have on local communities, and the measures that will be put in place to enhance beneficial effects and reduce or avoid adverse effects.

4.1.2 This chapter focuses on the Saxmundham ward area – including the communities of Theberton and Eastbridge in the east of the ward, and Saxmundham, Carlton, Kelsale, Curlew Green, East Green and North Green in the west, all referred to hereafter as ‘Saxmundham’.

4.1.3 The Sizewell C Project would bring **significant** benefits in terms of:

- construction job opportunities;
- job opportunities in the operational power station;
- opportunities for local businesses to secure contracts to supply and service the Sizewell C Project;
- higher wage jobs locally – on the Sizewell C Project and in the supply chain;
- more spending in the local economy – an economic ‘multiplier effect’ for local businesses, even those not directly associated with the Sizewell C Project;
- new modern sports facilities – a full-size 3G all weather pitch and two multi-use games areas in Leiston;
- health and wellbeing benefits for local communities due to economic opportunities; and
- transport improvements and new and improved recreational routes.

4.1.4 SZC Co., the councils and other stakeholders have worked together to develop a package of measures to ensure opportunities offered by the Sizewell C Project are maximised for local people and businesses.

4.1.5 SZC Co. has also worked with the councils and other stakeholders to assess and plan for the following potential disturbances, most of which would be temporary during the construction phase:

- Some of the construction works and the new power station itself will be visible to some communities in Saxmundham. Construction measures (such as screening and landscaping) and the layout of the site itself have been designed to be as sympathetic as possible to the surroundings.
- There will be additional traffic using local roads throughout the construction. A strategy will be put in place to minimise disturbance as far as possible.
- There will be some noise, vibration and general disturbance during construction, including disruption to some Public Rights of Way and other recreational routes. SZC Co. will follow best practice and make every effort to minimise noise effects as far as practicable – further information about how SZC Co. would do this is set out below, and includes methods of working as well as physical barriers to reduce noise at its source.

4.1.6 SZC Co. will continue to work with the councils and other stakeholders, during the examination of the application, and beyond, with the aim of agreeing how best to implement the mitigation to avoid or reduce effects, and to ensure the Sizewell C Project can be delivered successfully, including the realisation of significant benefits for communities.

4.2 Introduction

a) Saxmundham ward area

4.2.1 This chapter sets out the expected effects of the Sizewell C Project in Saxmundham (defined by the Office for National Statistics (ONS) definition of the ward area, as shown in **Plate 4.1**, with a larger version provided in **Figure 4**).

4.2.2 Saxmundham includes communities of Theberton and Eastbridge in the east of the ward, and Saxmundham, Carlton, Kelsale, Curlew Green, East Green and North Green in the west, hereafter all referred to as 'Saxmundham'.

b) The Sizewell C Project

4.2.3 SZC Co. is proposing to build a new nuclear power station at Sizewell in Suffolk. It would be known as Sizewell C. Once built it would provide enough electricity to supply 6 million homes (about 20% of all homes in the UK). This would support Government policy⁸ to move to a low carbon economy.

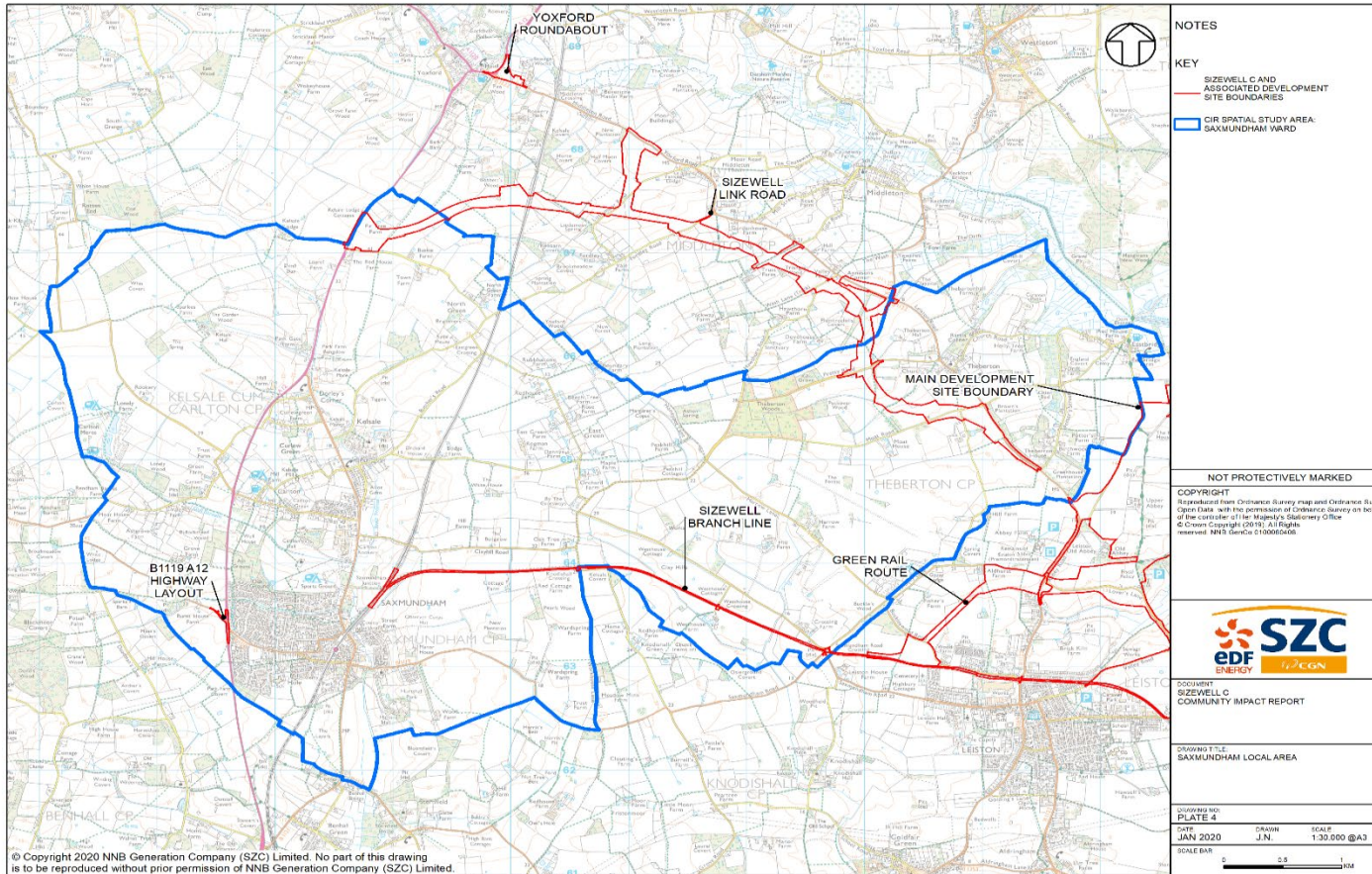
4.2.4 As well as the power station (and temporary use of land to support its construction) within the ‘main development site’, the Sizewell C Project would include a number of off-site ‘associated developments’ to support its construction, as set out in **Section 1** above.

c) The structure of this chapter

- **Section 4.3** summarises the development that would happen in Saxmundham.
- **Section 4.4** provides an overview of the characteristics of the existing community in Saxmundham.
- **Section 4.5** sets out a summary of the consultation activity of relevance to Saxmundham.
- **Section 4.6** outlines the likely significant effects of the Sizewell C Project on Saxmundham by topic area.
- **Section 4.7** sets out a summary of the significant effects in Saxmundham and provides wayfinding to further information.

⁸ National Policy Statement for Nuclear Power Generation (2011); Industrial Strategy, building a Britain fit for the future (November, 2017); Industrial Strategy Nuclear Sector Deal (June, 2018)

Plate 4.1: Saxmundham ward area, main development site and associated development (see Figure 4 for larger version)



4.3 Development in Saxmundham

a) Introduction

4.3.1 This section sets out the development that would happen in Saxmundham and the project-wide effects relevant to the area.

b) Development in Saxmundham ward

4.3.2 The following development would happen in Saxmundham:

- Parts of the **Sizewell link road** – a new permanent road linking the main development site to the A12.
- **Highway (road junction) improvements** on the A12 west of Saxmundham.

4.3.3 **Plate 4.1** shows the parts of the development that would happen in Saxmundham. A larger version of the map is provided in **Figure 4**.

4.3.4 A full description of all elements of the development in Saxmundham is set out in the **Chapter 2** (description of development) of **Volumes 6 and 7** of the **ES**. All full description of all of the Sizewell C Project proposals and their predicted effects is set out in **Volumes 2-9** of the **ES**.

c) Project-wide effects – of relevance to Saxmundham

4.3.5 In addition to the development that would happen in Saxmundham, there are elements of the Sizewell C Project that are not specific to one particular area ('project wide effects') and could also affect Saxmundham. These include:

- **Community and economic effects** – caused by construction workers and their families (dependants) temporarily moving to the area to work on the construction of the Sizewell C Project.

d) Mitigation

4.3.6 As set out above, in addition to the development itself, the application includes measures designed to mitigate potential adverse effects and enhance potential beneficial effects.

- **Primary (project design-based) mitigation measures** – are in-built elements of the Sizewell C Project. Measures relevant to Saxmundham include the construction worker accommodation

campus and caravan park and the on-site occupational health centre that would minimise adverse effects on the local community.

- **Tertiary (best practice-based) mitigation and enhancement measures** – are elements of the Sizewell C Project that reflect best-practice. The **Worker Code of Conduct** for example would manage the behaviour of construction workers and minimise adverse effects on the local community including in Saxmundham.
- **Secondary mitigation measures** – include financial contributions and monitoring and management plans that would mitigate adverse effects that either remain when primary and tertiary measures have been implemented, or arise due to unforeseen circumstances. These measures include the **Community Fund, Housing Fund, Tourism Fund, and Public Services Contingency Fund**.

4.4 Saxmundham today

a) Spatial context

4.4.1 Saxmundham ward area is shown in **Plate 4.1**, with a larger version of the map provided in **Figure 4**. The ward is in East Suffolk local authority area. It is bounded by Yoxford ward to the north, Leiston ward to the east, Aldeburgh ward to the south, and Snape to the west.

b) People, jobs and homes⁹

4.4.2 The ward includes the communities of Theberton and Eastbridge in the east of the ward, and Saxmundham, Carlton, Kelsale, Curlew Green, East Green and North Green in the west. It had a population of 5,765 people in 2018, across an area of 3,030 hectares – with a population density of 1.9 people per hectare. Over half of residents (55%) are working-age, just over a quarter are aged 65 or over (26%), and the remaining 19% are children aged 0 to 15.

4.4.3 Saxmundham's population grew by 15.6% over the 5 years 2013-2018 – this was higher than the growth across East Suffolk over the same period (2.8%).

⁹ The data below is extrapolated from the baseline assessment set out in the Socio-economic chapter of the ES (Volume 2 Chapter 9) and is based on a number of sources including ONS 2011 Census data, ONS Mid Year Population Estimates, and the Business Register and Employment Survey. A full list of sources and references is included in Volume 2 Chapter 9 of the ES.

- 4.4.4 The ward's population is relatively dynamic – with people moving in and out of the area. Approximately 430 residents moved into the ward in the 2011 Census year for example, and jobs turned over at an estimated rate of approximately 280-380 jobs per year in 2019.
- 4.4.5 This high level of dynamism could be linked to the strength of the tourist sector (estimated 10% of jobs in Saxmundham) and agriculture sector – both of which rely on a seasonal and migratory workforce.
- 4.4.6 There are approximately 2,000 jobs based in Saxmundham, with this number having grown over the last 5 years (33% from approximately 1,500 jobs in the area in 2013). Latest data on claimant count rates shows approximately 2% of working age Saxmundham residents (65 people) are unemployed and claiming benefits.
- 4.4.7 There are 423 bedspaces for tourists in Saxmundham – most of these (315) are in non-serviced caravans and campsites. There are 728 bedspaces in the private rented sector, and 1,107 in family-sized owner-occupied homes (3+ bedrooms). In total there are an estimated 1,065 unoccupied (vacant) bedrooms in owner-occupied, social-rented and private-rented accommodation across Saxmundham.
- 4.4.8 Suffolk's Hidden Needs Report¹⁰ identifies pockets of high levels of deprivation and disadvantage across Suffolk that is not reflected in national statistics, including poor access to broadband, income deprivation, and low levels of qualifications. It notes areas around Saxmundham are some of the most deprived in Suffolk.
- c) **Community facilities**
- 4.4.9 There are two primary schools in Saxmundham ward: Saxmundham Primary and Kelsale Church of England Primary. Between them these schools have 588 places, 545 of which are currently filled.
- 4.4.10 SET Saxmundham School (secondary) has 600 places, 394 of which are currently filled. The closest sixth form provision is at Alde Valley School in Leiston.
- 4.4.11 There is one GP surgery in Saxmundham (in Yoxford). There is also one pharmacy, one optician and one dentist in Saxmundham.

¹⁰ University of Suffolk, 2016. Hidden Needs in Suffolk 5 years on 2011-2016.

4.4.12 Saxmundham has other community facilities including a local library, three community halls, and four facilities used for sport and leisure including sports pitches, tennis courts and a lido.

4.5 Consultation

4.5.1 From 2008, there has been a thorough consultation process to engage local people, and other stakeholders in the process of planning the power station and associated development.

4.5.2 The formal consultation process has been spread across four stages, with the first formal stage of consultation running from November 2012 to February 2013; Stage 2 between November 2016 and February 2017; Stage 3 consultation between January 2019 and March 2019; and Stage 4 from July to September 2019.

4.5.3 Between formal stages of public consultation the team based at the Sizewell C Information Office in Leiston has met many individuals and organisations to discuss the Sizewell C Project. The team preparing the Environmental Impact Assessment and associated strategies has also held meetings of relevance to this Community Impact Report including with service providers (emergency services; healthcare and public health; skills, education and supply chain; social services and housing).

4.5.4 Consultation feedback from stakeholders and communities has influenced the choice of site options and scheme layout, the design of the development, proposed mitigation measures, and the approach to community consultation throughout the evolution of the Sizewell C Project.

4.5.5 Consultation responses were made by a number of organisations and individuals based in Saxmundham including: Saxmundham Town Council, Theberton and Eastbridge Parish Council, Kelsale-cum-Carlton Parish Council, Sizewell Parishes Liaison Group, Theberton and Eastbridge Action Group on Sizewell (TEAGS), Middleton and Theberton Landowners, Leave the Layers Alone, Yoxmere Benefice, the B1122 Action Group, Sandlings Safer Cycling Campaign and Save our Sandlings.

4.5.6 Issues raised included:

- The effect on roads, transport services, footpaths, access and recreational routes.
- The effect on community facilities, services, and accommodation and housing locally, including potential for additional demand from workers.

- Education, training, employment and supply chain opportunities and wider impacts on the local economy including local businesses.
- Effects on local residents, including visual impacts, noise, vibration, air quality, community safety and health impacts.
- Effects on tourism.

4.5.7 A full summary of responses to all stages of the consultation and how the Sizewell C Project design and mitigation has evolved in response is set out in the **Consultation Report** (Doc Ref. 5.1).

4.6 How Saxmundham might be affected by the Sizewell C Project

a) Overview

4.6.1 The section is organised to set out the significant effects of the Sizewell C Project in Saxmundham. Effects are set out under the following topic areas:

- People, jobs and homes – Sections b-e.
- Transport – Section f.
- Health and Wellbeing – Section g.
- Amenity and Recreation – Section h.
- Landscape and Visual – Section i.
- Noise – Section j.
- Air Quality – Section k.
- Equality – Section l.
- Cumulative and Inter-relationship effects – Section m.

4.6.2 A summary of all significant effects in Saxmundham, after mitigation is taken into account (known as residual effects), is set out in **Section 4.7** of this report.

b) People, jobs and homes – economic effects

i. Overview

4.6.3 Over an estimated construction period of 9-12 years, and operating lifetime of around 60 years, the Sizewell C Project will provide: jobs; supply chain opportunities that could support development and growth of local firms; skills development opportunities; spending effects that will benefit the wider economy; and productivity benefits.

4.6.4 SZC Co. has worked with the local authorities, the New Anglia Local Enterprise Partnership (NALEP), the Suffolk Chamber of Commerce and other stakeholders to design measures to maximise the economic benefits of the Sizewell C Project. Many measures draw on lessons learnt from the construction of Sizewell B and Hinkley Point C. Measures are set out in the **Economic Statement** (Doc Ref. 8.9), which includes an (appended) **Employment, Skills and Education Strategy** and a **Supply Chain Strategy**.

ii. Jobs, skills and education effects – construction phase

4.6.5 The number of workers needed to construct the Sizewell C Project would vary over the construction period. At the peak of construction (approximately year 7 of construction) up to 7,900 workers, plus 600 associated development staff would be needed.

4.6.6 Up to 2,410 workers would be recruited from existing local residents (living within 90 minutes of the main development site). Some of these would be expected to be existing Saxmundham residents. Some would have been unemployed before working on the Sizewell C Project.

4.6.7 These job opportunities and effects on levels of unemployment, economic inactivity and productivity would be a **significant beneficial effect** for the local area.

4.6.8 Employment, skills and education benefits during construction would be supported by the following:

- An **Employment, Skills and Education Strategy** (Doc Ref. 8.9) setting out measures intended to leave a long-term legacy locally – including: implementing a **Sizewell C Jobs Service** and partnership working with existing employment schemes in the region to support recruitment of local people. This will include focusing on ‘hard to reach’ individuals, those without a job or with spare capacity for work.

It would also help to minimise instances where the Sizewell C Project may result in roles in existing firms becoming harder to fill.

- **Skills initiatives** accessible to local people and complementary businesses in the local supply chain, including in Saxmundham. A flexible **asset skills enhancement and capability fund** for example would support colleges and skills providers to build on existing assets and help deliver the skills needed for the Sizewell C Project. Funding for a **Regional Skills Coordinator** post would provide an interface between the Sizewell C Project and skills providers to plan for and coordinate skills training requirements.
- Ongoing **education interventions** including measures that bridge the gap between school and employment on the Sizewell C Project. Sizewell B already has an established a successful programme working with local schools to promote careers in the energy sector, and raise aspirations generally – SZC Co.’s strategy will enhance this activity.
- Resources on education will be particularly focused in areas of higher social deprivation and lower social mobility. The **Young Sizewell C** programme will aim to build awareness of the employment opportunities associated with the Sizewell C Project among young people. The Sizewell C Project will also create a **Bursary Scheme** to support the creation of alternative pathways into work on the Sizewell C Project for those that have not reached the required entry level.

iii. Jobs, skills and education – operational phase

- 4.6.9 When the power station is operational, there would be around 900 people working there. An estimated 370 permanent operational jobs would be taken by existing residents living within 25 miles of the power station.
- 4.6.10 During outages this would increase by a temporary workforce of approximately 1,000 (every 18 months per unit, for approximately two months), of which around 850 would be non-home-based.
- 4.6.11 It is not possible to estimate how many jobs would be taken by existing residents in Saxmundham specifically – but overall the additional local jobs would be a **significant beneficial effect** of the Sizewell C Project over its 60-year operational phase.

iv. Business supply chain opportunities – construction and operational phases

4.6.12 The estimated value of the construction of the Sizewell C Project is £20 billion. This includes the cost of the necessary goods, services and materials, and wages for construction workers.

4.6.13 At Hinkley Point C, £1.55 billion of contracts had been committed with local / regional companies by the end of 2018, with £981 million already spent. It is anticipated that Sizewell C could deliver similar levels of local and regional spend in the East of England region.

4.6.14 The business, supply chain and spending benefits would be supported by the following mitigation measures:

- **Sizewell C Supply Chain Team and Supply Chain Portal** – a partnership between SZC Co. and Suffolk Chamber of Commerce is engaging with local businesses and will continue to do so to support them to win contracts for the supply of goods and services to deliver the Sizewell C Project.
- **Local supply chain monitoring** – SZC Co. would monitor the award of contracts on the Sizewell C Project and report on local / regional spend.
- The local supply chain and related industries would be expected to benefit further from the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) which would raise skills and education levels across the local workforce and provide legacy skills benefits locally.

4.6.15 When construction is complete and the power station is operational, there will be opportunities for local businesses to gain contracts to support the operation of the power station, providing long-term economic benefits over its 60 year lifetime.

4.6.16 The benefits for the supply chain and procurement of goods would be a **significant beneficial effect** for the regional economy during both construction and operational phases. Although not possible to quantify the effect at a local ward level, a proportion of this spending and opportunities for skills development could benefit local businesses in Saxmundham.

v. Wages and spending effects – construction and operational phases

4.6.17 The boost to local spending on food and accommodation specifically over the duration of the construction phase of the Sizewell C Project is estimated

to be just under £1.1bn (an average of £91 million per year over 12 years). This would be a **significant beneficial effect** locally and regionally. A proportion of this spending would be expected to benefit services and accommodation providers in Saxmundham.

- 4.6.18 Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs. It is not possible to quantify this effect at Saxmundham ward level, but overall it would be a **significant beneficial effect**.

vi. [Effects of transport on businesses – construction and operational phases](#)

- 4.6.19 The package of road safety and other improvements put forward in the **Transport Assessment** (Doc Ref. 8.5) would not only benefit the proposed Sizewell C Project, but would also provide a lasting legacy to residents of the surrounding towns and villages. No significant additional delays to traffic on routes that would affect the movement of people, or the delivery of goods are expected to arise as a result of the Sizewell C Project.

- 4.6.20 SZC Co. notes that in some instances, due to changes to the road network associated with the scheme, businesses may perceive a loss of passing trade, or severance which they may consider affects their business models. SZC Co. has carefully considered each of the elements of physical mitigation associated with changes to the transport network to create an overall network that limits significant effects on travel.

vii. [Effects on tourism and visitors – construction phase only](#)

- 4.6.21 **Volume 2, Chapter 9** (Socio-economics) of the **ES** sets out a detailed assessment of the potential impacts on tourism, including the results of a tourism survey commissioned by SZC Co. and undertaken by Ipsos MORI to understand the potential effects of the Sizewell C Project.

- 4.6.22 The assessment draws on the tourism survey; engagement with stakeholders (including the councils, NALEP, Suffolk Coast Destination Management Organisation (DMO), Visit East of England, RSPB Minsmere and National Trust Dunwich Heath); as well as previous experience of Sizewell B's construction, and current experience at Hinkley Point C which shows that there has been little change to tourism as a result of these projects.

- 4.6.23 At Hinkley Point C, a well-managed and effective Tourism Fund has been used to promote the area which is likely to have helped. SZC Co. intends to create a similar fund for the Suffolk coast. The Tourism Fund - secured via

the Section 106 Agreement (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref 8.4)) - will promote the area to reduce the risk of changes in visitor behaviour related to the Sizewell C Project's construction phase. There is therefore expected to be no residual significant effect on tourism including in Saxmundham.

c) **People, jobs and homes – accommodation**

i. **Overview**

4.6.24 Some construction workers for the Sizewell C Project will be existing residents recruited from the local area, while a number are expected to move to the area temporarily (referred to as 'non-home based workers') – and will need somewhere to live.

4.6.25 At the peak of the construction an estimated 182 workers would be living in existing housing in Saxmundham. Some workers would be expected to buy homes in Saxmundham to live in (41 workers at peak construction), up to 87 are expected to privately rent in Saxmundham, and up to 55 are likely to choose to stay in tourist accommodation in Saxmundham.

ii. **Mitigation measures - accommodation**

4.6.26 The following mitigation measures have been designed to ensure no significant effects on the accommodation market, including in Saxmundham.

- A **temporary accommodation campus** would provide up to 2,400 bedspaces, and a **temporary caravan park** would provide hard-standing and facilities suitable for up to 400 caravans (estimated 600 bedspaces) for workers – reducing demand on the existing accommodation market.
- **Housing Fund** – funds would be available to assist East Suffolk Council to deliver additional accommodation, improve existing housing stock and support the effective and resilient operation of the local accommodation market, including providing housing services to local residents who need access. It would also provide funds to support tourist accommodation providers to improve, reconfigure or add stock to the area.
- An **Accommodation Management System**, explained in detail in the **Accommodation Strategy** (Doc Ref. 8.10), would help manage the distribution of workers. SZC Co. would work with partners to develop plans to allow local landlords, tourism businesses and residents to

register accommodation available for workers and enable SZC Co. and its contractors to signpost workers towards this accommodation. It would also provide information to accommodation providers. It would:

- Collect information from workers, contractors and local accommodation providers.
- Provide information to workers, contractors and accommodation providers, including helping providers understand opportunities to support the workforce.
- Deliver ‘one-stop-shop’ information open events for accommodation providers to brief them on the likely scale of demand from workers and required accommodation safety and quality standards, and to answer any queries from providers.
- **Workforce surveys and monitoring** – will be carried out and data reported at regular intervals throughout the construction to monitor where workers are living and the type of accommodation they are using. This would be used to check the effectiveness of mitigation applied and allow a responsive approach to direct further funds towards specific measures or locations if needed.

d) **People, jobs and homes – community cohesion, safety and services – construction phase only**

i. **Overview**

4.6.27 In total up to 204 construction workers are forecast to be resident in Saxmundham at the peak of construction. A small proportion (around 13%) of workers may bring families with them. Around 25 workers’ children aged 0-16 would be expected to live in Saxmundham at the peak of construction. This change in population would not be significant.

4.6.28 **Chapter 9 of Volume 2 of the ES** considers the effect of the temporary additional population on the following community services:

- Pre-school, primary and secondary schools.
- Social services and associated community safety effects.
- Libraries, arts, cultural and other county-level services.
- Sports and leisure facilities.

- Regulatory and environmental services – for example waste collection.
- Policing and associated community safety effects.
- Fire and rescue services and associated community safety effects.
- Health services (including GP practices and ambulance).

4.6.29 SZC Co. has worked with the councils and other public and emergency service providers to consider these potential effects on the community, and to design appropriate measures to ensure there are no significant adverse effects including in terms of community cohesion, safety, and access to community services and facilities.

4.6.30 Taking into account the mitigation measures below, the Sizewell C Project would be expected to have negligible effects on community cohesion, safety and on community services – excluding sports provision. The new, permanent sports facilities, including a full-size 3G pitch and two multi-use games areas (MUGAs) located at Alde Valley School in Leiston would provide a **significant beneficial effect** on sports provision locally.

ii. [Mitigation measures – community cohesion, safety and community services](#)

4.6.31 The following measures would manage effects associated with the temporary increase in the local population. Some of these would deliver long-term legacy effects:

- SZC Co. would ensure the **active management** of its **accommodation** (campus and caravan park). This would include enforcement of expected standards of behaviour from workers, provision of 24/7 security, liaison with emergency services and complaints procedures for local residents.
- Signature of a **Worker Code of Conduct** setting out the high standards of behaviour expected for the workforce, both on-site and when in the community, will be a condition of employment for every worker on the Sizewell C Project. Expectations will be reinforced by ongoing training and breaching of the Worker Code of Conduct may mean dismissal from the Sizewell C Project.
- Pre-employment and ongoing **drug and alcohol testing** and **security vetting** would be implemented for workers on the Sizewell C Project.

NOT PROTECTIVELY MARKED

- A **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) identifies roles and responsibilities, measures (including financial contributions to police, fire and rescue and ambulance services) and monitoring that will be secured through a Section 106 Agreement relating to community safety and emergency services, and sets out how SZC Co., the councils and emergency services will work together to identify and manage effects.
- A number of strategies, including the **Employment, Skills and Education Strategy** (Doc Ref. 8.9), the **Accommodation Strategy** (Doc Ref. 8.10), **Code of Construction Practice (CoCP)** (Doc Ref. 8.11), and worker 'Welcome Packs' will include measures to support and/or protect vulnerable people and groups and minimise adverse effects on the community and community services – for example the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) includes measures specifically targeting the recruitment of local young people who are not currently in education or training. By supporting those most in need this would in turn be expected to reduce demand on community services locally.
- A **Public Services Contingency Fund** (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)) will be capable of providing resilience and responding to significant effects on public services, should they arise – based on risks identified by, for example, adult and children's services and education services.
- Waste collection will be managed via the Sizewell C **Conventional Waste Management Strategy**, provided in **Appendix 8A** of **Volume 2** of the **ES**, which will include an agreement between SZC Co. and a commercial waste contractor to collect waste from the accommodation campus and caravan facilities.
- A **Community Fund** (see **draft Section 106 Heads of Terms**) – would offer financial contributions to help mitigate adverse effects on the economic, social or environmental well-being of communities potentially affected by the Sizewell C Project, including their quality of life. This may include a programme of small grants to charities, voluntary groups, social enterprises, and strategic grants – for example investment in local facilities or services. The Community Fund will recognise that communities closer to the main development site, such as Leiston, are likely to experience more and greater effects

across a wider range of social, economic and environmental areas which could affect their quality of life.

- **On-going working groups**, including a **Sizewell C Health Working Group** and a **Community Safety Working Group**, with stakeholders would ensure mitigation can be allocated effectively to avoid or reduce potential effects on public services.

e) **People, jobs and homes – summary of significant residual effects**

4.6.32 A summary of significant effects on people, jobs and homes is set out in **Table 4.1**. Significant residual effects are those that remain once mitigation measures are taken into account. All significant residual effects would be beneficial effects.

Table 4.1: Significant residual effects on people, jobs and homes in Saxmundham

Effect	Phase of Development	Type of Effect
Job opportunities to support the construction, and effects on levels of unemployment, economic inactivity and productivity.	Construction phase	Significant beneficial
Job opportunities at the power station over its 60-year operation.	Operational phase	Significant beneficial
Supply chain opportunities for local businesses including procurement of goods and services.	Construction and operational phases	Significant beneficial
Boost to local spending including on food and accommodation during the construction phase.	Construction phase	Significant beneficial
Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs.	Operational phase	Significant beneficial
The new 3G pitch and MUGAs located at Alde Valley School Leiston would provide a significant beneficial effect on sports provision locally.	Construction and operational phase	Significant beneficial

f) Transport

i. Overview

4.6.33 The construction phase of the Sizewell C Project will require the transport of people and materials to and from the main and associated development sites.

4.6.34 SZC Co. has developed a transport strategy that aims to:

- Minimise the volume of traffic generated by the Sizewell C Project.
- Maximise traffic safety.
- Minimise adverse impacts on existing communities and visitors to the area.
- Ensure the resilience of the transport network in the event of a traffic incident.
- Provide long-term transport legacy benefits for the area.

4.6.35 The Sizewell C Project's transport strategy includes a number of mitigation measures to achieve these objectives:

- Provision of a worker **accommodation campus and caravan park** within the main development site – reducing the need for workers to use the existing transport network to travel to work.
- **Two park and ride facilities** – in Darsham (northern) and Wickham Market (southern) – to reduce volume of trips by car to the main development site.
- **Direct bus services** will also operate from key locations to the main development site, to reduce the volume of trips made by car.
- **Management of car parking** – at peak a maximum of 12% of the workforce will be permitted to park at the main development site – limiting the impact on the local network.
- **Improved walking and cycling routes** to the main development site.

- A **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) has been developed, and all employees will be required to sign it on joining the Sizewell C Project. It would be managed by a full time Transport Co-ordinator, including ensuring mode share targets are complied with.
- A number of **highway improvements** are proposed to respond to potential network capacity or safety issues, such as the two village bypass, Sizewell link road and Yoxford roundabout.
- The construction methodology has been designed to minimise the requirement to move materials off site as far as practicable.
- Bulk materials would be transported to and from the site by sea or by rail where practical, avoiding use of the highways network. A **beach landing facility (BLF)** would allow the delivery of abnormal indivisible loads (AILs) by sea, and a **green rail route** (temporary rail extension off the existing Saxmundham to Leiston branch line) would allow the delivery of freight to the site by rail.
- Where HGVs are required, defined HGV routes will be used that minimise local impacts. Residual freight would be managed through proposed delivery management system (including limiting numbers of HGV movements per day), freight management facility in Seven Hills to allow a controlled pattern of deliveries, and a **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7).

4.6.36 Full details of these measures are set out in the **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7), **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) and **Code of Construction Practice (CoCP)** (Doc Ref. 8.11).

4.6.37 When the construction phase is complete there will be no remaining requirement for the large scale movement of goods and workers across the network. The park and ride facilities, freight management facility, accommodation campus and caravan park, and green rail route would all be removed. The BLF would remain to allow the delivery of AILs by sea during the operation of the power station, and a number of the highways improvements would provide long-term legacy benefits to the road network.

4.6.38 A key focus of the transport strategy has been developing proposals with placemaking in mind and that seek to offer a positive contribution towards quality of life. Roads are an important part of Suffolk's transport infrastructure for local residents, businesses and the tourist industry.

Minimising congestion and maximising the resilience of the highway network is a fundamental part of the transport strategy: minimising emissions and the visual impact of traffic, and maximising safety.

4.6.39 **Volume 2, Chapter 10** of the **ES** (Transport) sets out an assessment of the transport effects of the Sizewell C Project during the early years (in 2023), at peak construction (in 2028), and once the power station is complete and operational (in 2034).

4.6.40 The scope of the assessment includes:

- Severance – the perceived division of a community by a major traffic artery.
- Pedestrian delay – where the volume, composition and/or speed of traffic affect the ability of pedestrians to cross roads.
- Pedestrian amenity – the pleasantness of a journey for pedestrians.
- Driver delay – to journey time.
- Accidents and safety, including perceptions of safety.

4.6.41 A full description of the methodology used to assess transport effects is set out in **Volume 2, Chapter 10** of the **ES** (Doc Ref. 6.3).

ii. [Transport effects – significant residual effects in Saxmundham](#)

4.6.42 Taking into account the mitigation measures above, detailed further in **Volume 2, Chapter 10** of the **ES**, the significant residual transport effects in **Table 4.2** are expected in Saxmundham.

Table 4.2: Significant residual transport effects in Saxmundham

Type of Transport Effect	Area Affected	Mitigation	Phase of Development / Residual Effect
Pedestrian and cycle amenity – adverse effect on amenity due to traffic during early years construction before Sizewell link road is completed.	B1122 between Yoxford and main development site	N/a	Early years only / Significant adverse
Severance – beneficial effect due to Sizewell	Communities along B1122 that will	Sizewell link road – once constructed will	Peak construction and operation /

Type of Transport Effect	Area Affected	Mitigation	Phase of Development / Residual Effect
link road being built.	experience less of a severance effect once Sizewell link road is operational	provide a beneficial effect	Significant beneficial
Severance of footpath – permanent effect due to new Sizewell link road.	Footpath E-396/023/0	N/a	Peak construction and operation/ Significant adverse
Pedestrian delay due to diversion of footpaths – permanent effect due to new Sizewell link road.	Footpaths E-396/015/0 and E-515/005/0	N/a	Peak construction and operation/ Significant adverse

g) Health and wellbeing

4.6.43 The construction and operation of the Sizewell C Project has the potential to influence health and wellbeing both adversely and beneficially through a number of environmental, social and economic pathways.

4.6.44 **Chapter 28** of **Volume 2** of the **ES** explores relevant health pathways associated with the Sizewell C Project and assesses the distribution, magnitude and significance of impacts on local communities. This section summarises the findings of the assessment relevant to Saxmundham.

i. Mitigation measures to minimise effects on health and wellbeing (including in Saxmundham)

4.6.45 A number of the Sizewell C Project mitigation measures detailed in the socio-economics, transport, air quality, noise and vibration and radiological chapters are inherently in place to manage potential hazards at a point that precludes and manages public health impacts.

4.6.46 These include measures that reduce or mitigate adverse effects on air quality, noise and vibration, transport, landscape and visual effects, socio-economic effects, and amenity and recreation during the construction phase. A number of these measures are set out in the **Code of Construction Practice (CoCP)** (Doc Ref. 8.11). For example, measures to minimise off-site noise generation and community exposure are set out, reducing hazard source and exposure to potential health risk, and are further addressed through the **Noise Mitigation Scheme** (see **Appendix 11H** of **Volume 2** for details and the **draft Section 106 Heads of Terms** provided as **Appendix J to the Planning Statement** (Doc Ref. 8.4)).

4.6.47 As detailed in **Appendix 28A** of **Volume 2** of the **ES** an on-site occupational health service for construction workers, including a pharmacy and an out of hours service will operate 24/7 during the construction phase. Provision will include a range of health protection and promotion initiatives, and campaigns to promote good health and healthy lifestyles among workers. It would also promote safety in the workforce with a focus on preventing ill health. As demonstrated at Hinkley Point C, this has proven to be effective in significantly reducing demand on existing local services arising as result of the temporary growth in population associated with the construction workforce.

4.6.48 Measures undertaken by the occupational health service to support health and wellbeing on the Sizewell C Project, thereby reducing potential demand on local healthcare facilities, will include:

- All construction workers will go through a pre-employment health screening process to determine their fitness for work. Certain groups will undergo periodic reassessment to ensure they meet legal standards to undertake their job.
- A health surveillance programme will cover three core areas: hand-arm-vibration syndrome; noise; and Control of Substances Hazardous to Health (COSHH) – routinely this includes respiratory health and skin health surveillance. It will maintain health records which will be reported to a Sizewell Health Working Group (SHWG) to measure effectiveness of provision (e.g. GP, hospital referrals and ambulance call out).
- A drugs and alcohol policy will be enforced which will include testing pre-placement on-site, for cause / reasonable suspicion and random testing.
- The occupational health service will treat and advise any workers who have accidents or are taken ill at work. It will have an emergency response vehicle to facilitate rapid response.

4.6.49 Additional mitigation measures proposed by the Sizewell C Project to support health and wellbeing in the local community and minimise adverse effects include the following (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)):

- A **Healthcare Planning Contribution** would be provided to address any minor residual effect from the expected rise in demand for GP services arising from the entire construction workforce.

- A **Community Fund** would fund schemes, measures and projects which promote the economic, social or environmental well-being of the communities affected by the development, enhancing their quality of life. The Community Fund would recognise that some communities closer to the main development site are likely to experience more and greater effects across a wider range of social, economic and environmental areas.
- The **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) sets out measures that would mitigate any potential adverse effects on ambulance services arising from the temporary increase in population during the construction phase.
- **Monitoring and governance arrangements** will be provided and thresholds set at levels that preclude health impacts. The occupational health care provision will be monitored, as will referral rates to test effectiveness, and iteratively refine and enhance the service where required. The Sizewell Health Working Group (SHWG) will manage engagement on health and wellbeing throughout the construction period, and facilitate collaboration and coordination on health initiatives.

ii. **Significant effects on health and wellbeing in Saxmundham**

4.6.50 The following health and wellbeing effects are assessed in **Chapter 28** of **Volume 2** of the **ES** (Doc Ref. Book 6). In terms of the construction of the Sizewell C Project:

- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;
- potential health and wellbeing effects associated with the introduction of a temporary non-home-based construction workforce (including social impacts and on healthcare capacity) including net additional dependants (for those workers moving to the area and bringing their family);

- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

4.6.51 In terms of the operation of the Sizewell C Project:

- potential health and wellbeing effects from changes in radiological exposure;
- potential health and wellbeing effects from changes in electromagnetic field exposure;
- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;
- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

4.6.52 Taking into account the mitigation measures set out above, the significant residual health and wellbeing effects of the Sizewell C Project including for communities in Saxmundham would be beneficial, as set out in **Table 4.3**.

Table 4.3: Significant residual health and wellbeing effects in Saxmundham

Health Effect	Phase	Type of Effect (Residual)
Socio-economic health benefits – employment and income effects (key determinants of health influencing social, mental and physical health)	Construction	Significant beneficial
Socio-economic health benefits – employment and income effects	Operation	Significant beneficial

Health Effect	Phase	Type of Effect (Residual)
(key determinants of health influencing social, mental and physical health)		
Temporary increase in significant residual night-time noise exposure between the Westerfield junction to Saxmundham and from localised construction activities (see Table 4.6: Noise)	Construction	Significant adverse
Change in noise exposure along Sizewell link road (see Table 4.6: Noise)	Construction	Significant adverse and beneficial
Change in noise exposure along Sizewell link road (see Table 4.6: Noise)	Operation	Significant adverse and beneficial

h) **Amenity and recreation**

i. **Overview**

4.6.53 The construction and operation of the Sizewell C Project would impact some Public Rights of Way (PRoW) (including Public Footpaths, Bridleways, Restricted Byways, and Byway open to All Traffic), permissive footpaths (also referred to as permissive paths), long distance walking routes, cycle routes and publicly accessible open spaces including open access land, common land and the beach. Hereafter these uses will be referred to collectively as recreational routes. Some impacts would be expected to have an effect on the amenity and recreation value experienced by users.

4.6.54 The **Rights of Way and Access Strategy** in **Volume 2 Appendix 15I** of the **ES** sets out details of the proposed main temporary and permanent physical changes (closures, diversions and new routes) to recreational routes for the main development site. Further detail on temporary and permanent closures and diversions of existing PRoW and creation of new PRoW for the main development site and the green rail route are shown on the **Access/Rights of Way Plans** (Doc Ref. 2.4). Disturbance would be minimised by providing appropriate diversion routes where closure cannot be avoided.

4.6.55 Depending on the specific recreational route, users may also be affected by changes to views, noise, air quality or traffic movements, or by an increase the number of users associated with the proposed development. These factors could affect the perception of tranquillity of users.

ii. Physical changes to recreational routes in Saxmundham

4.6.56 During the construction stage of the proposed development, the following PRow in Saxmundham would be subject to diversions due to the Sizewell link road (see detailed **Access/Rights of Way Plans** in **Book 2** (Doc Ref. 2.4)). These are intended to facilitate construction of the proposed development while ensuring that users continue to have access to a safe, well connected PRow network. In all cases, diversions would be kept as short as practicable to minimise disruption. The proposed diversions would be as follows:

- users of footpath E-344/014/0 would be permanently diverted east by approximately 25m to allow the route to accommodate the proposed embankment slopes of the proposed Sizewell link road;
- users of footpaths E-344/013/0 and E-584/016/A (which form a continuous route between Yoxford and Saxmundum) would be temporarily diverted south-west along the proposed route of Sizewell link road and cross the proposed Sizewell link road approximately 250 metres (m) south-west of the existing location;
- where the alignment of footpath E-396/015/0 and E-515/005/0 meets the proposed Sizewell link road they would be temporarily diverted 100m to the south of their existing alignment whilst earthworks are being constructed, to cross the work area where the land is at grade. Once construction is completed, these footpaths would be diverted to cross the route of the proposed Sizewell link road via the Pretty Road overbridge;
- users of footpath E-515/003/0 would be permanently diverted south-east along the route of the proposed Sizewell link road, to cross the proposed road approximately 120m from the existing location;
- users of footpath E-515/004/0 would be permanently diverted south-east along the route of the proposed Sizewell link road, to cross the proposed road approximately 50m from the existing location;
- users of footpath E-515/007/0 would be temporarily diverted for 25m to the west of its existing alignment whilst earthworks are being undertaken, to cross the work area where the land is at grade; and

- users of footpath E-515/013/0 would be permanently diverted south-east along the route of the proposed Sizewell link road, to cross the proposed road approximately 45m south of the existing location.

4.6.57 The permanent PRoW diversions proposed would be as follows:

- the diversion of Footpath E-344/014/0 used during construction would be permanent;
- users of footpaths E-344/013/0 and E-584/016/A would be diverted south-west by approximately 25m to allow the route to accommodate the proposed embankment slopes of the proposed Sizewell link road. This would be a reduced diversion from the construction phase;
- the permanent diversions of footpaths E-396/015/0 and E-515/005/0 across Pretty Road Bridge;
- the permanent diversion of footpath E-515/003/0 would be either northwards to cross the proposed Sizewell link road at the Pretty road overbridge, or southwards to join the realigned footpath E-515/004/0 providing users with two alternatives;
- the diversion of footpath E-515/004/0 used during construction would continue;
- diversion of footpath E-515/007/0 to the east, to join Moat Road approximately 25m to the east of its existing location; and
- the diversion of footpath E-515/013/0 used during construction would continue.

iii. [Significant residual effects on users of recreational routes in Saxmundham](#)

4.6.58 Taking into account mitigation measures, due to physical changes, and/or other impacts on recreational amenity, the users of the recreational routes in **Table 4.4** could experience residual significant effects due to the Sizewell C Project as a result of the construction and operation of the Sizewell link road (temporary and permanent effects):

Table 4.4: Significant residual amenity and recreation effects on users of recreational routes in Saxmundham

PRoW	Phase	Description of Effect and Mitigation	Residual Effect
Footpaths E-344/013/0, E-344/014/0 and E-584/016/A to the west of the East Suffolk Line (Yoxford and Saxmundham ward areas)	Construction phase – Sizewell link road	Temporary and permanent diversions would be required to footpaths E-344/013/0 and E-584/016/A; a permanent diversion would be required to footpath E-344/014/0. Users could also be temporarily affected by changes to noise and views, which could affect their perception of tranquillity.	Significant adverse
Footpaths E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0 (Some of these footpaths connect directly between Yoxford and Saxmundham ward areas)	Construction phase – Sizewell link road	All footpaths would be diverted during construction, some onto temporary alignments and some onto permanent alignments. Users could also be temporarily affected by changes to noise and views, which could affect their perception of tranquillity.	Significant adverse
Footpaths E-344/013/0, E-344/014/0, E-584/016/A, E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0 (Some of these footpaths follow routes across Yoxford and Saxmundham ward areas)	Operational phase – Sizewell link road	All footpaths would be permanently diverted – meaning footpaths would be less direct. Users of 396/015/0, E-515/003/0 and E-515/005/0 would be able to cross the link road via Pretty Road overbridge. Other footpaths would cross the link road at grade where users could be affected by traffic. Users could also be affected by changes to noise and views. These changes could affect the perception of tranquillity.	Significant adverse

i) Landscape and visual

i. Overview

4.6.59 The Sizewell C Project would have landscape and visual effects during its construction and when it is operational. Effects have been assessed based on the ability of existing landscapes to accommodate change, the value of existing landscapes to society, the scale and duration of the change expected and the proximity to those who would be affected.

4.6.60 The Sizewell C Project has been carefully planned as part of an iterative process and in discussion with stakeholders to define measures to mitigate landscape and visual effects. During construction the Sizewell C Project would aim to reduce as much as reasonably practicable the extent of physical disturbance to the landscape and the visual prominence of construction works including buildings, structures, compounds, storage areas and stockpiles, through measures such as:

- Avoiding construction activity and major works in visually sensitive locations.
- Protecting existing woodland, forested areas, belts of vegetation and hedgerows wherever practicable which would provide natural visual screening. Planting will take place to provide additional screening.
- Minimising effects on residential properties.
- Introducing new lighting only where required on safety grounds and utilising best practice approaches to minimise light spill where lighting is required.

ii. [Landscape and visual effects in Saxmundham – significant residual effects](#)

4.6.61 The landscape and visual effects in **Table 4.5** would be significant effects in Saxmundham over the construction and/or operation of the Sizewell C Project.

Table 4.5: Significant landscape and visual effects in Saxmundham

Area	Phase	Description of Effect and Mitigation	Residual Effect
Eastbridge and Leiston Abbey	Construction – main development site	Views of construction. Effects would be greatest during the early stages, reducing as construction activity focusses on the main site, when effects would tend to arise from vehicle movements, views of the campus, stock piles or borrow pits and cranes	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Users of public footpaths (E-344/013/0, E-344/014/0, E-584/016/A and E-584/019/0), local residents and motorists on local roads between the boundary of Rookery Park to the north, the East Suffolk Line to the east, Town Farm Lane to the south and the A12 to the west: This group of receptors includes users of the rights of way network in the area between the features described above, which is located between Yoxford and Saxmundham, as well as the residential properties located within the same area and users of Town Farm Lane. Area falls within Yoxford and Saxmundham ward areas	Construction phase – Sizewell link road	Views of construction site and diversion of footpath	Significant adverse
Users of public footpaths (E-396/015/0 and E-515/005/0), local residents and	Construction phase – Sizewell link road	Views of construction site, diversion of some footpaths	Significant adverse

NOT PROTECTIVELY MARKED

Area	Phase	Description of Effect and Mitigation	Residual Effect
<p>motorists on local roads between the B1122 (Yoxford Road/Leiston Road) to the north-east, Pretty Road to the south, Theberton Woods to the south-west and Hawthorn Road to the north-west. This group of receptors includes users of the rights of way network to the west of Theberton Hall, as well as the residential properties in the same area and users of Leiston Road and Pretty Road</p>	<p>Operational phase – Sizewell link road</p>	<p>Impacts on footpath and road users in close proximity to the proposed road, including extensive earthworks, and Pretty Road overbridge. Public footpath users would be diverted from their usual route</p>	<p>Significant adverse</p>
<p>Users of public footpaths (E-515/003/0, E-515/004/0 and E-515/007/0), local residents (including at Theberton) and motorists on local roads between Pretty Road to the north, the B1122 (Leiston Road) and Theberton to the east, Moat Road to the south and Theberton Woods to the west. This group of receptors includes users of the rights of way network south-west of Theberton, as well as the residential properties on the edge of Theberton and users of Leiston Road and Moat Road</p>	<p>Construction phase – Sizewell link road</p>	<p>Views of construction site and diversion of some footpaths</p>	<p>Significant adverse</p>

j) Noise and vibration

i. Overview

4.6.62 A full assessment of the noise effects of the Sizewell C Project is set out in the **ES** (see **Chapter 11** of **Volume 2** and **Chapter 4** of **Volumes 3-9**).. This section of the Community Impact Report sets out the significant residual noise effects that are expected to impact people and communities in Saxmundham.

4.6.63 Potential sources of noise associated with the Sizewell C Project include:

- Construction noise – work on the main development site may result in both day-time (07:00-23:00 hours) and night-time (23:00-07:00 hours) noise whereas associated development sites would only generate construction noise during the day (Monday to Saturday 07:00-19:00 hours).
- Noise from increased volumes of traffic during the construction phase.
- Noise from increased rail movements at night.
- Operational noise – once the Sizewell C power station is operational, including noise from the power station itself; back-up generators during testing periods post-outage, and the CHP.

4.6.64 As set out below, the significant residual noise and vibration effects in Saxmundham are related to traffic on the Sizewell link road, and rail noise at night.

4.6.65 Standards for acceptable noise levels are set out in national planning policies including the National Planning Policy Framework, National Planning Practice Guidance and in the Noise Policy Statement for England (NPSE) 2010.

4.6.66 The following mitigation measures have been designed to minimise the noise impacts of the Sizewell C Project:

- **Noise barriers** have been designed (landscape bunds and/or acoustic screens) in order to reduce the spread of construction noise close to sensitive areas.
- The **Code of Construction Practice** (Doc Ref. 8.11) sets out the Sizewell C Project's best practice approach to construction noise

including: using quiet plant and techniques, switching off equipment when not required, using reversing alarms that minimise impacts off site, and provision of training and instruction to workers to use methods that minimise off-site noise.

- The **Construction Worker Travel Plan** (Doc Ref. 8.8) and **Construction Traffic Management Plan** (Doc Ref. 8.7) would reduce and manage traffic impacts and associated noise.
- The **Noise Mitigation Scheme** – will provide mitigation to those properties where it is deemed, through the EIA noise assessments, that the proposals have created a significant adverse impact. This may be through the physical installation of double glazing, or offering to pay for temporary rehousing where short term construction activity is forecast to be particularly noisy for those living very close to the works.
- The **Property Price Support Scheme** – will provide financial compensation for homeowners (within defined areas close to the development) who make the decision to sell their property where the sale price of the property has been negatively impacted by the Sizewell C Project.
- The **Rail Noise Mitigation Strategy** – which SZC Co. will develop in consultation with Network Rail and the rail freight operator, informed by further detailed assessments, to establish the package of measures to be implemented to mitigate noise impacts on the Saxmundham to Leiston branch line and the East Suffolk line.

ii. [Noise impacts in Saxmundham – significant residual effects](#)

4.6.67 Expected significant residual (once mitigation has been taken into account) noise effects in Saxmundham are set out in **Table 4.6**.

Table 4.6: Significant residual noise effects in Saxmundham

Noise sensitive area	Phase	Description of Effect and Mitigation	Residual Effect
1. Fir Tree Farm 2. Buskie Farm 14. Theberton Hall 15. Church Farm 16. Doughty Wylie Crescent	Sizewell link road – during peak construction year, 2028	Daytime noise during peak construction year (including busiest periods), 2028	Significant adverse

Noise sensitive area	Phase	Description of Effect and Mitigation	Residual Effect
17. Theberton Grange 18. Theberton House 35. Town Farm 37. Moat House 38. South of Theberton Grange			
28. B1122 Theberton	Sizewell link road – during peak construction year, 2028	Reduction in daytime noise	Significant beneficial
17. Theberton Grange 37. Moat House	Operational phase – Sizewell link road – during first year of power station operation, 2034	Daytime noise during the first year of power station operation, 2034	Significant adverse
28. B1122 Theberton	Operational phase – Sizewell link road – during first year of power station operation, 2034	Reduction in daytime noise	Significant beneficial
Westhouse Crossing Cottage	Construction phase (early years) – rail	Branch line – early years noise at night	Significant adverse
Westhouse Crossing Cottage Crossing East Crossing Cottage	Construction phase (later years) – rail	Rail extension and branch line – later years noise at night	Significant adverse
Some properties close to the rail line between Westerfield junction to Saxmundham junction	East Suffolk line – construction phase	East Suffolk line night time groundborne noise between Westerfield junction to Saxmundham junction	Significant adverse
Some properties where a 20mph night-time speed limit is proposed within 10 metres of the operational tracks; where a 10mph night-time speed limit is proposed	East Suffolk line – construction phase	East Suffolk line night-time groundborne noise between Westerfield junction to Saxmundham junction	Significant adverse

Noise sensitive area	Phase	Description of Effect and Mitigation	Residual Effect
between 5 and 14 metres from the operational tracks; and where a 20mph night-time speed limit is proposed between 10 and 20 metres from the operational tracks			

k) [Air quality](#)

i. [Overview](#)

4.6.68 The Sizewell C Project would generate emissions that could affect air quality, during its construction and operational phases, including:

- Construction related dust and construction vehicle (non-road mobile machinery) emissions.
- Rail and road traffic emissions during construction.

ii. [Air quality effects in Saxmundham – significant residual effects](#)

4.6.69 A number of measures have been designed to mitigate these effects, including in Saxmundham. Taking into account these measures, there are expected to be no significant residual air quality effects in Saxmundham.

iii. [Mitigation measures to minimise effects on air quality \(including in Saxmundham\)](#)

4.6.70 The following mitigation measures have been designed into the Sizewell C Project to minimise emissions that could affect air quality:

- A **Construction Worker Travel Plan** (Doc Ref. 8.8) and a **Construction Traffic Management Plan** (Doc Ref. 8.7) to reduce and manage the effects of traffic associated with the Sizewell C Project, including:
 - Use of two park and ride facilities, and worker accommodation campus and caravan park, reduced car parking provision and public rights of way improvements will minimise construction

worker traffic and trips by car (and associated emissions) related to the Sizewell C Project.

- Use of off-site freight management facility to reduce on-site queuing and engine idling (and associated emissions).
- Use of beach landing facility and rail, including green rail route to minimise AIL and freight movements by road.
- The **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) sets out general measures that would control the dust associated with construction, and the emissions generated by contractor vehicles and mobile machinery. The **CoCP** includes measures such as:
 - Site layout will be planned so the site access and significant dust generating activities will be located as far as possible from the site boundary and sensitive receptors.
 - Best practice measures will be implemented to minimise dust and emissions including for example, the use of modular (pre-fabricated buildings), use of water suppression systems and application of industry best practice when handling ballast and aggregate, use and maintenance of wheel wash facilities, and provision of sheeting on vehicles carrying aggregate.

l) Equality

i. Overview

4.6.71 The Equality Act 2010 gave public bodies a duty to consider effects on equality and sets out nine protected characteristics.

- Age.
- Disability.
- Gender reassignment.
- Marriage and civil partnership.
- Pregnancy and maternity.
- Race.
- Religion or belief.

- Sex.
- Sexual Orientation.

4.6.72 SZC Co. has prepared an **Equality Statement** (Doc Ref. 5.14) alongside the development consent application, to inform consideration of equality. The nature of equality – depending on complex personal circumstances – means that it is not possible to precisely quantify all possible effects. But it is possible to highlight aspects of the scheme that may affect people differently.

4.6.73 This information will be used to inform how mitigation such as the **Community Fund** (see **draft Section 106 Heads of Terms**) is implemented in practice.

4.6.74 Most of the potential equality effects identified are project-wide rather than specific to one area, and are generally limited to the construction phase of the power station:

- The nearest wards and wider district all have a high proportion of older residents, and so in general the Sizewell C Project is more likely to affect older people.
- People with some protected characteristics (including older people, or those with disabilities) may, on average, be more likely to spend time at home, and are therefore more likely to be affected by any noise or other intrusion. The proposals include a package of measures to mitigate the effect of noise.
- People with protected characteristics that may affect their mobility (including people who are older, disabled, or pregnant), would be likely to be more affected if traffic makes roads harder to cross. The project includes mitigation such as bypasses, and the **Transport Assessment** (Doc Ref. 8.5) considers any potential pedestrian severance and mitigation where needed.
- Any aspects of the Sizewell C Project (such as noise or traffic) that may affect community facilities, may be felt more by people with particular characteristics – including school children, care home residents, or congregations at places of worship. The effects on specific locations are considered within the overall mitigation of the scheme.

- The benefit of new employment opportunities in construction can be felt less by people with protected characteristics that are underrepresented in that sector, including women. SZC Co. is committed to inclusive employment and will encourage applications from all groups, with targeted initiatives to encourage more women (including girls and young women still in education) to consider careers in new nuclear.
- Additional demand for community facilities and public services from construction workers could disproportionately affect existing users of those services, some of whom will have protected characteristics. Mitigation for the scheme includes a dedicated occupational health centre for workers, as well as enhanced sports facilities, and a **Community Fund** for further mitigation.
- People who are more likely to be dependent on private rented accommodation (including young people), would be more affected if housing demand from construction workers was too high. To mitigate this the scheme includes a temporary accommodation campus and caravan park, as well as other measures outlined in the **Accommodation Strategy** (Doc Ref. 8.10).
- People with protected characteristics that may make them particularly vulnerable to crime or to fear of crime, may be more affected by population change during the construction period. Mitigation for this includes the **Worker Code of Conduct** and other measures set out in the **Community Safety Management Plan** (Doc Ref. 8.16).

ii. Equality effects in Saxmundham

4.6.75 Some of the project-wide effects described above are most likely to occur in areas closest to the site, including Saxmundham ward. The ward includes Saxmundham itself, with a number of community facilities relevant to equality, including churches and schools, as well as other villages such as Theberton, which has St Peters Church. The **ES** (Doc Ref. Book 6) does not identify specific significant effects on these facilities.

m) Inter-relationship effects and cumulative effects with other projects

i. Overview

4.6.76 As part of the assessment of effects of the Sizewell C Project, **Volume 10** of the **ES** (Doc Ref. Book 6) considers where there could be:

- **Project-wide cumulative effects** – arising where environmental effects as a result of the main development site and or multiple off-site associated development effects interact to generate a cumulative effect of greater significance than where these effects are considered in isolation. No cumulative effects are expected in Saxmundham.
- **Inter-relationship effects** – arising where one receptor is affected by multiple environmental effects (for example both noise and air quality effects) and combined these effects lead to an increased sense of disturbance greater than the effect experienced by any one of the effects in isolation.
- **Cumulative effects with other projects** – arising where expected significant environmental effects arise as a result of the cumulative effect of the Sizewell C Project plus other development schemes taking place – where these effects are greater than the effects of the Sizewell C Project assessed on its own.

ii. [Significant residual inter-relationship effects in Saxmundham](#)

4.6.77 During the construction of the Sizewell C Project, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional **significant** adverse effects to the following residential or representative residential receptors in Saxmundham:

- Eastbridge.
- Potters Farm.
- Potters Street.

4.6.78 During the operation of the Sizewell C Project, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional **significant** adverse effects to the following residential or representative residential receptors in Saxmundham:

- Eastbridge.
- Potters Farm.
- Potters Street.

4.6.79 During the construction of the Sizewell link road, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional **significant** adverse effects to the following residential or representative residential receptors in Saxmundham:

- Kelsale Lodge Cottages.
- Fir Tree Farm.
- Forge Cottage and Walnut Cottage.
- The Granary and Theberton Lodge.
- Red House Farm and Rosetta Lodge.

4.6.80 During the operation of the Sizewell link road, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional **significant** adverse effects to the following residential or representative residential receptors in Saxmundham:

- Fir Tree Farm.
- Forge Cottage and Walnut Cottage.
- Red House Farm and Rosetta Lodge.

iii. Cumulative effects with other plans and projects – Saxmundham

4.6.81 **Table 4.7** sets out potential cumulative effects with other plans and projects, of relevance in Saxmundham.

Table 4.7: Cumulative effects with other plans and projects (Saxmundham) – significant residual effects

Receptor	Effect	Phase of Development	Type of Effect
Socio-economic effects			
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia THREE)	Construction (early & peak years)	Significant beneficial effect, regional scale

Receptor	Effect	Phase of Development	Type of Effect
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia ONE North, East Anglia TWO, East Anglia THREE)	Operation	Significant beneficial effect, local scale

4.7 Summary of effects on the community in Saxmundham

4.7.1 **Table 4.8** sets out a summary of significant residual effects of the Sizewell C Project on communities in Saxmundham, including Theberton and Eastbridge in the east of the ward, and Saxmundham, Carlton, Kelsale, Curlew Green, East Green and North Green in the west. It includes both beneficial and adverse effects.

Table 4.8: Summary of significant residual effects in Saxmundham

Topic Area	Summary of Effects	Application Documents
Economy	<ul style="list-style-type: none"> • Significant beneficial effects from construction job opportunities and on levels of unemployment and economic inactivity • Significant beneficial effects from operational job opportunities • Significant beneficial effects from supply chain opportunities for local businesses • Significant beneficial economic effects of wages and local spending 	<ul style="list-style-type: none"> • Volume 2, Chapter 9 of the ES • Economic Statement (Doc Ref. 8.9) • Employment, Skills and Education Strategy (Doc Ref. 8.9) • Supply Chain Strategy (Doc Ref. 8.9).
Community Services	<ul style="list-style-type: none"> • Significant and beneficial effects on sports provision locally from new sports facilities in Leiston – 3G pitch and MUGAs 	<ul style="list-style-type: none"> • Volume 2, Chapter 9 of the ES • Community Safety Management Plan (Doc Ref. 8.16)
Transport	<ul style="list-style-type: none"> • Significant adverse pedestrian and cycle amenity effects on the B1122 through due to traffic during early construction years (before Sizewell link road is completed) • Significant beneficial effect on severance for communities along B1122 that will experience less severance when the Sizewell link road is operational – peak construction and when the power station is operational 	<ul style="list-style-type: none"> • Volume 2, Chapter 10 of the ES • Transport Assessment (Doc Ref. 8.5) • Traffic Incident Management Plan (TIMP) (Doc Ref. 8.6). • Construction Traffic Management Plan (CTMP) (Doc Ref. 8.7).

Topic Area	Summary of Effects	Application Documents
	<ul style="list-style-type: none"> • Significant adverse severance effect to Footpath E-396/023/0 during peak construction and when the power station is operational • Significant adverse pedestrian delay effect to footpaths E-396/015/0 and E-515/005/0 during peak construction and when the power station is operational 	<ul style="list-style-type: none"> • Construction Worker Travel Plan (CWTP) (Doc Ref. 8.8)
Health and Wellbeing	<ul style="list-style-type: none"> • Significant beneficial health and wellbeing effects generated by construction and operational phase employment opportunities and associated wages • Significant adverse and beneficial noise impacts due to change in residual noise exposure from temporary construction activities and along Sizewell link road 	<ul style="list-style-type: none"> • Volume 2, Chapter 28 of the ES
Amenity and Recreation	<ul style="list-style-type: none"> • Temporary significant adverse effects during construction phase) on users of some footpaths E-344/013/0, E-344/014/0, E-584/016/A, E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0. • Permanent significant adverse effects on users of footpaths E-344/013/0, E-344/014/0, E-584/016/A, E-396/015/0, E-515/003/0, E-515/004/0, E-515/005/0 and E-515/007/0. 	<ul style="list-style-type: none"> • Volume 2, Chapter 15 of the ES • Volume 6, Chapter 8 of the ES
Landscape and Visual	<ul style="list-style-type: none"> • Temporary (construction phase) significant adverse effects on Eastbridge and Leiston Abbey; footpaths (E-344/013/0, E-344/014/0, E-584/016/A and E-584/019/0), local residents and motorists on local roads between the boundary of Rookery Park to the north, the East Suffolk Line to the east, Town Farm Lane to the south and the A12 to the west; users of public footpaths (E-396/015/0 and E-515/005/0), local residents and motorists on local roads between the B1122 (Yoxford Road/Leiston Road) to the north-east, Pretty Road to the south, Theberton Woods to the south-west and Hawthorn Road to the to the north-west; and users of public footpaths (E-515/003/0, E-515/004/0 and E-515/007/0), local residents (including at Theberton) and motorists on local roads between Pretty 	<ul style="list-style-type: none"> • Volume 2, Chapter 13 of the ES • Volume 6, Chapter 6 of the ES • Volume 7, Chapter 6 of the ES • Volume 9 Chapter 6 of the ES

Topic Area	Summary of Effects	Application Documents
	<p>Road to the north, the B1122 (Leiston Road) and Theberton to the east, Moat Road to the south and Theberton Woods to the west</p> <ul style="list-style-type: none"> • Permanent significant adverse effects on users of public footpaths (E-396/015/0 and E-515/005/0), local residents and motorists on local roads between the B1122 (Yoxford Road/Leiston Road) to the north-east, Pretty Road to the south, Theberton Woods to the south-west and Hawthorn Road to the to the north-west 	
Noise	<ul style="list-style-type: none"> • Significant adverse effects (road traffic) to: Fir Tree Farm, Buskie Farm, Theberton Hall, Church Farm, Doughty Wylie Crescent, Theberton Grange, Theberton House, Town Farm, Moat House, South of Theberton Grange • Significant beneficial effects (road traffic) on the B1122 Theberton • Significant adverse effects (rail) to Westhouse Crossing Cottage, Crossing East, Crossing Cottage, Some properties close to the rail line between Westerfield junction to Saxmundham junction and Some properties where a 20mph night-time speed limit is proposed within 10 metres of the operational tracks; where a 10mph night-time speed limit is proposed between 5 and 14 metres from the operational tracks; and where a 20mph night-time speed limit is proposed between 10 and 20 metres from the operational tracks 	<ul style="list-style-type: none"> • Volume 2, Chapter 11 of the ES • Volume 6, Chapter 4 of the ES • Volume 7, Chapter 4 of the ES • Volume 9 Chapter 4 of the ES
Equality	<ul style="list-style-type: none"> • A range of project-wide potential effects on equality. No specific effects identified on community facilities. 	<ul style="list-style-type: none"> • Equality Statement (Doc Ref. 5.14)
Inter-relationship effects	<ul style="list-style-type: none"> • During both the construction and operational phases of the Sizewell C Project, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects on the following residential receptor or receptors: Eastbridge, Potters Farm, and Potters Street. • During both the construction of the Sizewell link road, combined noise and 	<ul style="list-style-type: none"> • Volume 10, Chapter 2 of the ES

Topic Area	Summary of Effects	Application Documents
	<p>vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects on the following residential receptor or receptors: Kelsale Lodge Cottages, Fir Tree Farm, Forge Cottage and Walnut Cottage, The Granary and Theberton Lodge, and Red House Farm and Rosetta Lodge.</p> <ul style="list-style-type: none"> • During both the operational phases of the Sizewell link road, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects on the following residential receptor or receptors: Fir Tree Farm, Forge Cottage and Walnut Cottage, and Red House and Rosetta Lodge. 	
<p>Cumulative effects with other plans and projects</p>	<ul style="list-style-type: none"> • Cumulative beneficial labour market effects during construction phase (Sizewell C plus East Anglia THREE) – supply chain benefits and labour investment • Cumulative beneficial labour market effects during operation (Sizewell C plus East Anglia ONE North, East Anglia TWO and East Anglia THREE) 	<ul style="list-style-type: none"> • Volume 10, Chapter 4 of the ES

5 Aldeburgh and Snape

5.1 Executive summary - effects of the Sizewell C Project in Aldeburgh and Snape

5.1.1 This report brings together in one place the effects the Sizewell C Project is likely to have on local communities, and the measures that will be put in place to enhance beneficial effects and reduce or avoid adverse effects.

5.1.2 This chapter focuses on the Aldeburgh and Snape wards area – including the communities of Thorpeness, Aldeburgh, Aldringham, Friston, Snape, Gromford, Church Common, Farnham, Stratford St Andrew, Benhall and Benhall Street, all referred to hereafter as ‘Aldeburgh and Snape’.

5.1.3 The Sizewell C Project would bring **significant** benefits, including:

- construction job opportunities;
- job opportunities in the operational power station;
- opportunities for local businesses to secure contracts to supply and service the Sizewell C Project
- higher wage jobs locally – on the Sizewell C Project and in the supply chain;
- more spending in the local economy – an economic ‘multiplier effect’ for local businesses, even those not directly associated with the Sizewell C Project;
- new modern sports facilities – a full-size 3G all weather pitch and two multi-use games areas in Leiston;
- health and wellbeing benefits for local communities due to economic opportunities;
- transport improvements and new and improved recreational routes.

5.1.4 SZC Co., the councils and other stakeholders have worked together to develop a package of measures to ensure opportunities offered by the Sizewell C Project are maximised for local people and businesses.

5.1.5 SZC Co. has also worked with the councils and other stakeholders to assess and plan for the following potential disturbances, most of which would be temporary during the construction phase:

- Some of the construction works and the new power station itself will be visible to some communities in Aldeburgh and Snape. Construction measures (such as screening and landscaping) and the layout of the site itself have been designed to be as sympathetic as possible to the surroundings.
- There will be additional traffic using local roads throughout the construction. A strategy will be put in place to minimise disturbance as far as practicable.
- There will be some noise disturbance during construction. SZC Co. will follow best practice and make every effort to minimise noise effects as far as practicable – further information about how SZC Co. would do this is set out below, and includes methods of working as well as physical barriers to reduce noise at its source.

5.1.6 SZC Co. will continue to work with the councils and other stakeholders during the examination of the application, and beyond, with the aim of agreeing how best to implement the mitigation to avoid or reduce effects, and to ensure the Sizewell C Project can be delivered successfully, including the realisation of significant benefits for communities.

5.2 Introduction

a) Aldeburgh and Snape wards area

5.2.1 This chapter sets out the expected effects of the Sizewell C Project in Aldeburgh and Snape wards (defined by the Office for National Statistics definition of the two ward area, as shown in **Plate 5.1**, with a larger version provided in **Figure 5**), hereafter ‘Aldeburgh and Snape’.

5.2.2 Aldeburgh and Snape include the communities of Thorpeness, Aldeburgh, Aldringham, Friston, Snape, Gromford, Church Common, Farnham, Stratford St Andrew, Benhall and Benhall Street.

b) The Sizewell C Project

5.2.3 SZC Co. is proposing to build a new nuclear power station at Sizewell in Suffolk. It would be known as Sizewell C. Once built it would provide enough electricity to supply 6 million homes (about 20% of all homes in the

UK). This would support Government policy¹¹ to move to a low carbon economy.

5.2.4

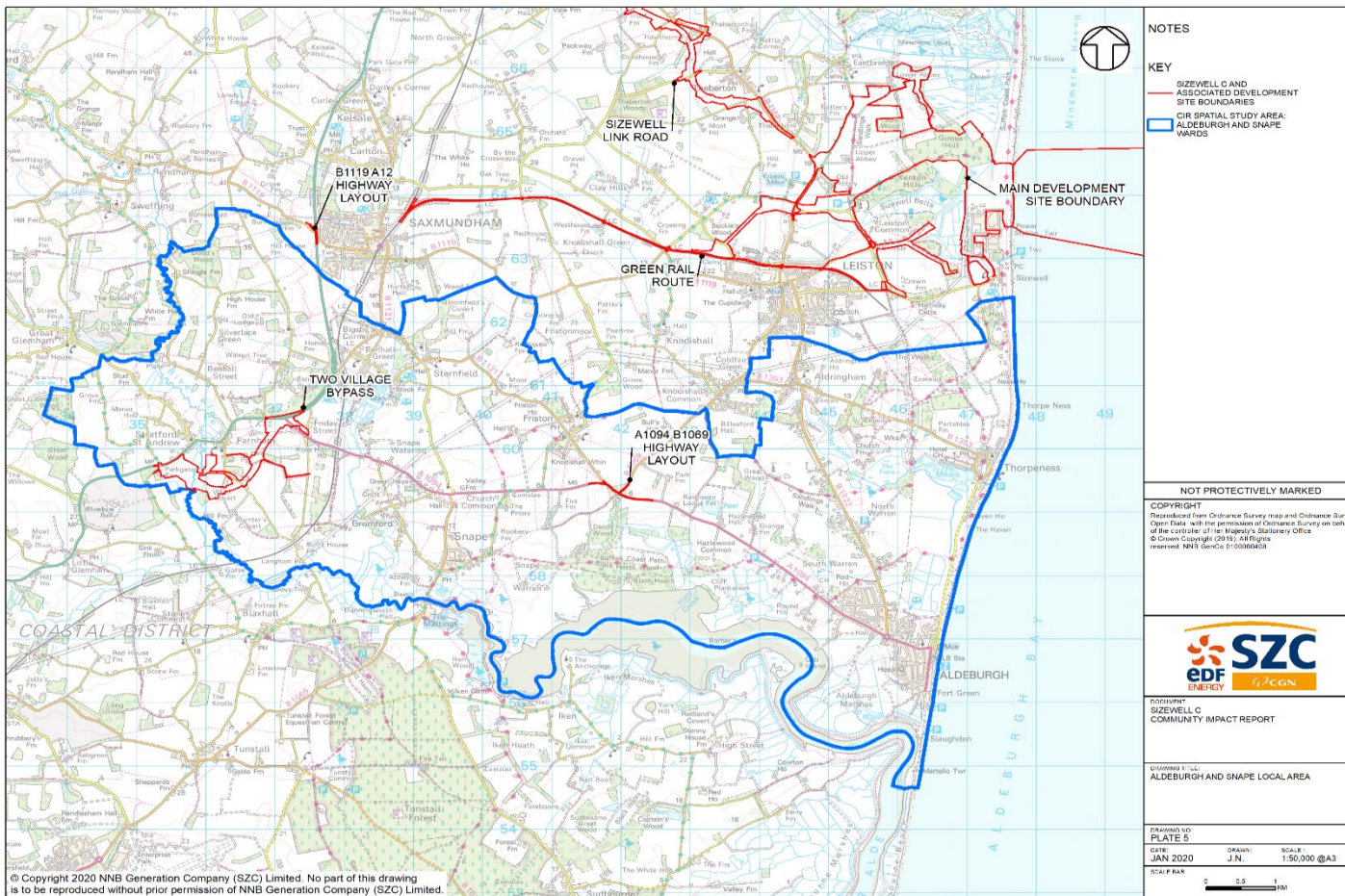
As well as the power station (and temporary use of land to support its construction) within the ‘main development site’, the Sizewell C Project would include a number of off-site ‘associated developments’ to support its construction, as set out in **Section 1** above.

c) The structure of this chapter

- **Section 5.3** summarises the development that would happen in Aldeburgh and Snape.
- **Section 5.4** provides an overview of the characteristics of the existing community in Aldeburgh and Snape.
- **Section 5.5** sets out a summary of the consultation activity of relevance to Aldeburgh and Snape.
- **Section 5.6** outlines the likely significant effects of the Sizewell C Project on Aldeburgh and Snape by topic area.
- **Section 5.7** sets out a summary of the significant effects in Aldeburgh and Snape and provides wayfinding to further information.

¹¹ National Policy Statement for Nuclear Power Generation (2011); Industrial Strategy, building a Britain fit for the future (November, 2017); Industrial Strategy Nuclear Sector Deal (June, 2018)

Plate 5.1: Aldeburgh and Snape ward area, main development site and associated development (see Figure 5 for larger version)



5.3 Development in Aldeburgh and Snape

a) Introduction

5.3.1 This section sets out the development that would happen in Aldeburgh and Snape and the project-wide effects relevant to the area.

b) Development in Aldeburgh and Snape ward

5.3.2 The following development would happen in Aldeburgh and Snape:

- A two village bypass around Stratford St Andrew and Farnham.

5.3.3 **Plate 5.1** shows the parts of the development that would happen in Aldeburgh and Snape. A larger version of the map is provided in **Figure 5**.

5.3.4 A full description of all elements of the development in Aldeburgh and Snape is set out in the **Chapter 2** (description of development) of **Volume 5** of the **ES**. All full description of all of the Sizewell C Project proposals and their predicted effects is set out in **Volumes 2-9** of the **ES**.

c) Project-wide effects – of relevance to Aldeburgh and Snape

5.3.5 In addition to the development that would happen in Aldeburgh and Snape, there are elements of the Sizewell C Project that are not specific to one particular area ('project wide effects') and could also affect Aldeburgh and Snape. These include:

- **Community and economic effects** – caused by construction workers and their families temporarily moving to the area to work on the construction of the Sizewell C Project.
- **Health and wellbeing effects** – health effects associated with the economic effects experienced by communities.

d) Mitigation

5.3.6 As set out above, in addition to the development itself, the application includes measures designed to mitigate potential adverse effects and enhance potential beneficial effects.

- **Primary (project design-based) mitigation measures** – are in-built elements of the Sizewell C Project. Measures in Aldeburgh and Snape include the **two village bypass**. Other relevant measures include the construction worker campus and on-site occupational health service,

and the new sports facilities at Alde Valley school in Leiston that would minimise adverse accommodation, health and leisure effects on the local community. It also includes the noise screening measures and landscape bunds that would minimise disturbance during construction.

- **Tertiary (best practice-based) mitigation and enhancement measures** – are elements of the Sizewell C Project that reflect industry-standard practice. The **Worker Code of Conduct** for example would manage the behaviour of construction workers and minimise adverse effects on the local community including in Aldeburgh and Snape.
- **Secondary mitigation measures** include financial contributions and monitoring and management plans that would mitigate adverse effects that either remain when primary and tertiary measures have been implemented, or arise due to unforeseen circumstances. These measures include the **Community Fund, Housing Fund, Tourism Fund** and **Public Services Contingency Fund**.

5.3.7 Further detail on mitigation measures relevant to communities in Aldeburgh and Snape is set out below.

5.4 Aldeburgh and Snape today

a) Spatial context

5.4.1 Aldeburgh and Snape wards area is shown in **Plate 5.1**, with a larger version of the map provided in **Figure 5**. The wards are in East Suffolk local authority area. They are bounded by Saxmundham and Leiston wards to the north, the North Sea to the east, the River Alde and Orford and Tunstall ward to the south, and Hacheston ward to the west.

b) People, jobs and homes¹²

5.4.2 The wards include the communities of Thorpeness, Aldeburgh, Aldringham, Friston, Snape, Gromford, Church Common, Farnham, Stratford St Andrew, Benhall and Benhall Street. Combined, the wards had a population of 5,165 people in 2018, across an area of 5,635 hectares – with a population

¹² The data below is extrapolated from the baseline assessment set out in the Socio-economic chapter of the ES (Volume 2 Chapter 9) and is based on a number of sources including ONS 2011 Census data, ONS Mid Year Population Estimates, and the Business Register and Employment Survey. A full list of sources and references is included in Volume 2 Chapter 9 of the ES.

density of 0.9 people per hectare. Over half of residents in Snape (53%) and just under half in Aldeburgh (45%) are working-age. Just under one third in Snape (33%) and a slightly higher proportion in Aldeburgh (45%) are aged 65 or over (26%), and smaller proportions (14% in Snape and 10% in Aldeburgh) are children aged 0 to 15.

5.4.3 The combined population of Aldeburgh and Snape wards grew by 2.0% over the 5 years 2013-2018 – this was slightly lower than the growth across East Suffolk over the same period (2.8%).

5.4.4 The population across the area is relatively dynamic – with people moving in and out of the area. Approximately 465 residents moved into the ward in the 2011 Census year for example, and jobs turned over at an estimated rate of approximately 390-520 jobs per year in 2019.

5.4.5 This high level of dynamism could be linked to the strength of the tourist sector (38% of jobs in Aldeburgh and Snape) and agriculture sector – both of which rely on a seasonal and migratory workforce.

5.4.6 There are approximately 1,850 jobs based in Aldeburgh and Snape, with this number having grown slightly over the last 5 years (1.0%). Latest data on claimant count rates shows approximately 1% of working-age Aldeburgh and Snape residents (20 people) are unemployed and claiming benefits.

5.4.7 There are 2,102 bedspaces for tourists in Aldeburgh and Snape – in a combination of hotels (356 beds), self-catered accommodation (957 beds), caravans and campsites (589 beds) and holiday parks and hostels (200 beds). There are 894 bedspaces in the private rented sector, and 1,470 in the owner-occupied sector. In total there are an estimated 1,494 unoccupied (vacant) bedrooms in Aldeburgh and Snape.

5.4.8 Suffolk's Hidden Needs Report¹³ identifies pockets of high levels of deprivation and disadvantage across Suffolk that is not reflected in national statistics, including poor access to broadband, income deprivation, and low levels of qualifications. It notes areas around Aldeburgh and Snape are some of the most deprived in Suffolk.

c) Community facilities

5.4.9 There are three primary schools across Aldeburgh and Snape, with 280 places, 248 of which are filled. The nearest secondary school is Alde Valley

¹³ University of Suffolk, 2016. Hidden Needs in Suffolk 5 years on 2011-2016.

School in Leiston which has 560 places, 394 of which are currently filled. Alde Valley School also provides education for 16-18 year olds.

5.4.10 There is one GP surgery across the area (Church Farm Surgery in Aldeburgh). There are also two pharmacies and two dentists in Aldeburgh and Snape.

5.4.11 The area has other community facilities including a local library, seven community halls, and six facilities used for sport and leisure including sports pitches, and two golf courses.

5.5 Consultation

5.5.1 From 2008, there has been a thorough consultation process to engage local people, and other stakeholders in the process of planning the power station and associated development.

5.5.2 The formal consultation process has been spread across four stages, with the first formal stage of consultation running from November 2012 to February 2013; Stage 2 between November 2016 and February 2017; Stage 3 consultation between January 2019 and March 2019; and Stage 4 from July to September 2019.

5.5.3 Between formal stages of public consultation the team based at the Sizewell C Information Office in Leiston has met many individuals and organisations to discuss the Sizewell C Project. The team preparing the Environmental Impact Assessment and associated strategies has also held meetings of relevance to this Community Impact Report including with service providers (emergency services; healthcare and public health; skills, education and supply chain; social services and housing).

5.5.4 Consultation feedback from stakeholders and communities has influenced the choice of site options and scheme layout, the design of the development, proposed mitigation measures, and the approach to community consultation throughout the evolution of the Sizewell C Project.

5.5.5 Consultation responses were made by a number of organisations and individuals based in Aldeburgh and Snape, including: Aldeburgh Town Council, Snape Parish Council, Aldringham-Cum-Thorpe Parish Council, Benhall and Sternfield Parish Council, Farnham with Stratford St Andrew Parish Council, Friston Parish Council, Sizewell Parishes Liaison Group, Aldeburgh Business Association, The Aldeburgh Society, Thorpeness Coastal Futures Group (TFG), Alde and Ore Estuary Partnership, Alde and Ore Association, Sandlings Safer Cycling Campaign and Save our Sandlings.

5.5.6 Issues raised included:

- The effect on roads, transport services, footpaths, access and recreational routes.
- The effect on community facilities, services, and accommodation and housing locally, including potential for additional demand from workers.
- Education, training, employment and supply chain opportunities and wider impacts on the local economy including local businesses.
- Effects on local residents, including visual impacts, noise, vibration, air quality, community safety and health impacts.
- Effects on tourism.

5.5.7 A full summary of responses to all stages of the consultation and how the Sizewell C Project design and mitigation has evolved in response is set out in the **Consultation Report** (Doc Ref. 5.1).

5.6 How Aldeburgh and Snape might be affected by the Sizewell C Project

a) Overview

5.6.1 The section is organised to set out the significant effects of the Sizewell C Project in Aldeburgh and Snape. Effects are set out under the following topic areas:

- People, jobs and homes – Sections b-d.
- Transport – Section e.
- Health and Wellbeing – Section f.
- Amenity and Recreation – Section g.
- Landscape and Visual – Section h.
- Noise – Section i.

- Air Quality – Section j.
- Equality – Section k.
- Inter-relationship effects – Section l.

5.6.2 A summary of all significant effects in Aldeburgh and Snape, after mitigation is taken into account (residual effects), is set out in **Section 5.7** of this report.

b) [People, jobs and homes – economic effects](#)

i. [Overview](#)

5.6.3 Over an estimated construction period of 9-12 years, and operating lifetime of around 60 years, the Sizewell C Project will provide: jobs; supply chain opportunities that could support development and growth of local firms; skills development opportunities; spending effects that will benefit the wider economy; and productivity benefits.

5.6.4 SZC Co. has worked with the local authorities, the New Anglia Local Enterprise Partnership (NALEP), the Suffolk Chamber of Commerce and other stakeholders to design measures to maximise the economic benefits of the Sizewell C Project. Many measures draw on lessons learnt from the construction of Sizewell B and Hinkley Point C. Measures are set out in the **Economic Statement** (Doc Ref. 8.9), which includes an (appended) **Employment, Skills and Education Strategy** and a **Supply Chain Strategy**.

ii. [Jobs, skills and education effects – construction phase](#)

5.6.5 The number of workers needed to construct the Sizewell C Project would vary over the construction period. At the peak of construction (approximately year 7 of construction) up to 7,900 workers, plus 600 associated development staff would be needed.

5.6.6 Up to 2,410 workers would be recruited from existing local residents (living within 90 minutes of the main development site). Some of these would be expected to be existing Aldeburgh and Snape residents. Some would have been unemployed before working on the Sizewell C Project.

5.6.7 These job opportunities and effects on levels of unemployment, economic inactivity and productivity would be a **significant beneficial effect** for the local area (within 90 minutes of the main development site).

5.6.8 Employment, skills and education benefits during construction would be supported by the following:

- An **Employment, Skills and Education Strategy** setting out measures intended to leave a long-term legacy locally – including: implementing a **Sizewell C Jobs Service** and partnership working with existing employment schemes in the region to support recruitment of local people. This will include focusing on ‘hard to reach’ individuals, those without a job or with spare capacity for work. It would also help to minimise instances where the Sizewell C Project may result in roles in existing firms becoming harder to fill.
- Skills initiatives accessible to local people and complementary businesses in the local supply chain, including in Aldeburgh and Snape. A **flexible asset skills enhancement and capability fund** for example would support colleges and skills providers to build on existing assets and help deliver the skills needed for the Sizewell C Project. Funding for a **Regional Skills Coordinator** post would provide an interface between the Sizewell C Project and skills providers to plan for and coordinate skills training requirements.
- Ongoing **education interventions** including measures that bridge the gap between school and employment on the Sizewell C Project. Sizewell B already has an established and successful programme working with local schools to promote careers in the energy sector, and raise aspirations generally – SZC Co.’s strategy will enhance this activity.
- Resources on education will be particularly focused in areas of higher social deprivation and lower social mobility. The **Young Sizewell C** programme will aim to build awareness of the employment opportunities associated with the Sizewell C Project among young people. The Sizewell C Project will also create a **Bursary Scheme** to support the creation of alternative pathways into work on the Sizewell C Project for those that have not reached the required entry level.

iii. **Jobs, skills and education – operational phase**

5.6.9 When the power station is, there would be around 900 people working there. An estimated 370 permanent operational jobs would be taken by existing residents living within 25 miles of the power station.

5.6.10 During outages this would increase by a temporary workforce of approximately 1,000 (around every 18 months per unit, for approximately

two months). An estimated 370 permanent operational jobs would be taken by existing residents living within 25 miles of the site.

5.6.11 It is not possible to estimate how many jobs would be taken by existing residents in Aldeburgh and Snape specifically – but overall the additional local jobs would be a **significant beneficial effect** of the Sizewell C Project over its 60-year operational phase.

iv. **Business supply chain opportunities – construction and operational phases**

5.6.12 The estimated value of the construction of the Sizewell C Project is £20 billion. This includes the cost of the necessary goods, services and materials, and wages for construction workers.

5.6.13 At Hinkley Point C, £1.55 billion of contracts had been committed with local / regional companies by the end of 2018, with £981 million already spent. It is anticipated that Sizewell C could deliver similar levels of local and regional spend in the East of England region.

5.6.14 The business, supply chain and spending benefits would be supported by the following mitigation measures:

- **Sizewell C Supply Chain Team and Supply Chain Portal** – a partnership between SZC Co. and Suffolk Chamber of Commerce is engaging with local businesses and will continue to do so to support them to win contracts for the supply of goods and services to deliver the Sizewell C Project.
- **Local supply chain monitoring** – SZC Co. would monitor the award of contracts on the Sizewell C Project and report on local / regional spend.
- The local supply chain and related industries would be expected to benefit further from the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) which would raise skills and education levels across the local workforce and provide legacy skills benefits locally.

5.6.15 When construction is complete and the power station is operational, there will be opportunities for local businesses to gain contracts to support the operation of the power station, providing long-term economic benefits over its 60 year lifetime.

5.6.16 The benefits for the supply chain and procurement of goods would be a **significant beneficial effect** for the regional economy during both

construction and operational phases. Although not possible to quantify the effect at a local ward level, a proportion of this spending and opportunities for skills development could benefit local businesses in Aldeburgh and Snape.

v. **Wages and spending effects – construction and operational phases**

5.6.17 The boost to local spending on food and accommodation specifically over the duration of the construction phase of the Sizewell C Project is estimated to be just under £1.1bn (an average of £91 million per year over 12 years). This would be a **significant beneficial effect** locally and regionally. A proportion of this spending would be expected to benefit services and accommodation providers in Aldeburgh and Snape.

5.6.18 Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs. It is not possible to quantify this effect at Aldeburgh and Snape wards level, but overall it would be a **significant beneficial effect** locally.

vi. **Effects of transport on businesses – construction and operational phases**

5.6.19 The package of road safety improvements put forward in the **Transport Assessment** (Doc Ref. 8.5) would not only benefit the proposed Sizewell C Project, but would also provide a lasting legacy to residents of the surrounding towns and villages.

5.6.20 No significant additional delays to traffic on routes that would affect the movement of people, or the delivery of goods are expected to arise as a result of the Sizewell C Project.

5.6.21 SZC Co. notes that in some instances, due to changes to the road network associated with the scheme, businesses may perceive a loss of passing trade, or severance which they may consider affects their business models. SZC Co. has carefully considered each of the elements of physical mitigation associated with changes to the transport network to create an overall network that limits significant effects on travel.

vii. **Effects on tourism and visitors – construction phase only**

5.6.22 **Volume 2, Chapter 9** (Socio-economics) of the **ES** sets out a detailed assessment of the potential impacts on tourism, including the results of a tourism survey commissioned by SZC Co. and undertaken by Ipsos MORI to understand the potential effects of the Sizewell C Project.

- 5.6.23 The assessment draws on the tourism survey; engagement with stakeholders (including the councils, NALEP, Suffolk Coast Destination Management Organisation (DMO), Visit East of England, RSPB Minsmere and National Trust Dunwich Heath); as well as previous experience of Sizewell B's construction, and current experience at Hinkley Point C which shows that there has been little change to tourism as a result of these projects.
- 5.6.24 At Hinkley Point C, a well-managed and effective Tourism Fund has been used to promote the area which is likely to have helped. SZC Co. intends to create a similar fund for the Suffolk coast. The **Tourism Fund** - secured via the **Section 106 Agreement** (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref 8.4)) - will promote the area to reduce the risk of changes in visitor behaviour related to the Sizewell C Project's construction phase. There is therefore expected to be no residual significant effect on tourism including in Aldeburgh and Snape wards.
- c) **People, jobs and homes – accommodation**
- i. **Overview**
- 5.6.25 During the construction phase, some workers would be existing residents recruited from the local area, while a number are expected to move to the area temporarily to work on the Sizewell C Project (referred to as 'non-home based workers') – and will need somewhere to live.
- 5.6.26 At the peak of the construction an estimated around 686 non-home-based construction workers would be living in existing housing in Aldeburgh and Snape.
- 5.6.27 Some workers would be expected to buy homes in Aldeburgh and Snape (67 workers at peak construction), 136 are expected to privately rent in Aldeburgh and Snape, and 483 are likely to choose to stay in tourist accommodation in Aldeburgh and Snape.
- 5.6.28 The following mitigation measures have been designed to ensure no significant effects on the accommodation market, including in Aldeburgh and Snape.
- A **temporary accommodation campus** would provide up to 2,400 bedspaces, and a **temporary caravan park** would provide hard-standing and facilities suitable for up to 400 caravans (estimated 600 bedspaces) for workers.

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- **Housing Fund** – funds would be available to assist East Suffolk Council to deliver additional accommodation, improve existing housing stock and support the effective and resilient operation of the local accommodation market, including providing housing services to local residents who need access. It would also provide funds to support tourist accommodation providers to improve, reconfigure or add stock to the area.
 - An **Accommodation Management System**, explained in detail in the **Accommodation Strategy** (Doc Ref. 8.10) would help manage the distribution of workers. SZC Co. would work with partners to develop plans to allow local landlords, tourism businesses and residents to register accommodation available for workers and enable SZC Co. and its contractors to signpost workers towards this accommodation. It would:
 - Collect information from workers, contractors and local accommodation providers.
 - Provide information to workers, contractors and accommodation providers, including helping providers understand opportunities to support the Sizewell C Project’s workforce.
 - Deliver ‘one-stop-shop’ information open events for accommodation providers to brief them on the likely scale of demand from workers and required accommodation safety and quality standards, and to answer any queries from providers.
 - **Workforce surveys and monitoring** – will be carried out and data reported at regular intervals throughout the construction to monitor where workers are living and the type of accommodation they are using. This would be used to check the effectiveness of mitigation applied and allow a responsive approach to direct further funds towards specific measures or locations if needed.
- d) **People, jobs and homes – community cohesion, safety and services – construction phase only**
- i. **Overview**

5.6.29 In total up to 686 construction workers are forecast to be resident in Aldeburgh and Snape at the peak of construction. A small proportion (around 13%) of workers may bring families (dependants) with them. Around 44 workers’ children aged 0-16 would be expected to live in Aldeburgh and Snape at the peak of construction.

5.6.30 This change in population would be a **significant** effect in Aldeburgh and Snape, although it is not possible to assess whether it would be a beneficial or an adverse effect.

5.6.31 **Chapter 9 of Volume 2 of the ES** considers the effect of the temporary additional population on the following community services:

- Pre-school, primary and secondary schools.
- Social services and associated community safety effects.
- Libraries, arts, cultural and other county-level services.
- Sports and leisure facilities.
- Regulatory and environmental services – for example waste collection.
- Policing and associated community safety effects.
- Fire and rescue services and associated community safety effects.
- Health services (including GP practices and ambulance).

5.6.32 SZC Co. has worked with the councils and other public and emergency service providers to consider these potential effects on the community, and to design appropriate measures to ensure there are no significant adverse effects including in terms of community cohesion, safety, and access to community services and facilities.

5.6.33 Taking into account the mitigation measures below, the Sizewell C Project would be expected to have negligible effects on community cohesion, safety and on community services – excluding sports provision. The new permanent sports facilities including a full-size 3G pitch and two multi-use games areas (MUGAs) located at Alde Valley School in Leiston would provide a **significant beneficial effect** on sports provision locally.

- ii. [Mitigation measures – community cohesion, safety and community services](#)

5.6.34 The following mitigation measures are proposed to minimise the potential for adverse effects associated with the temporary increase in population. Some of these would bring long-term legacy effects:

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- SZC Co. would ensure the **active management** of its **accommodation** (campus and caravan park). This would include enforcement of expected standards of behaviour from workers, provision of 24/7 security, liaison with emergency services and complaints procedures for local residents.
- Signature of a **Worker Code of Conduct** setting out the high standards of behaviour expected for the workforce, both on-site and when in the community, will be a condition of employment for every worker on the Sizewell C Project. Expectations will be reinforced by ongoing training and breaching of the Worker Code of Conduct may mean dismissal from the Sizewell C Project.
- Pre-employment and ongoing **drug and alcohol testing** and **security vetting** would be implemented for workers on the Sizewell C Project.
- A **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) identifies roles and responsibilities, measures (including financial contributions to police, fire and rescue and ambulance services) and monitoring that will be secured through a Section 106 Agreement relating to community safety and emergency services, and sets out how SZC Co., the councils and emergency services will work together to identify and manage effects.
- A number of strategies, including the **Employment, Skills and Education Strategy** (Doc Ref. 8.9), the **Accommodation Strategy** (Doc Ref. 8.10), **Code of Construction Practice (CoCP)** (Doc Ref. 8.11), and worker 'Welcome Packs' will include measures to support and/or protect vulnerable people and groups and minimise adverse effects on the community and community services – for example the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) includes measures specifically targeting the recruitment of local young people who are not currently in education or training. By supporting those most in need this would in turn be expected to reduce demand on community services locally.
- A **Public Services Contingency Fund** (see draft **Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)) will be capable of providing resilience and responding to significant effects on public services, should they arise – based on risks identified by, for example, adult and children's services and education services.

- Waste collection will be managed via the Sizewell C **Conventional Waste Management Strategy (Appendix 8A of Volume 2 of the ES)**, which will include an agreement between SZC Co. and a commercial waste contractor to collect waste from the accommodation campus and caravan facilities.
- A **Community Fund** (see **draft Section 106 Heads of Terms**) – would offer financial contributions to help mitigate adverse effects on the economic, social or environmental well-being of communities potentially affected by the Sizewell C Project, including their quality of life. This may include a programme of small grants to charities, voluntary groups, social enterprises, and strategic grants – for example investment in local facilities or services. The Community Fund will recognise that communities closer to the main development site, such as Leiston, are likely to experience more and greater effects across a wider range of social, economic and environmental areas which could affect their quality of life.
- **On-going working groups**, including a **Sizewell C Health Working Group** and a **Community Safety Working Group**, with stakeholders would ensure mitigation can be allocated effectively to avoid or reduce potential effects on public services.

e) **People, jobs and homes – summary of significant residual effects**

5.6.35 A summary of significant effects on people, jobs and homes in Aldeburgh and Snape is set out in **Table 5.1**. Significant residual effects are those that remain once mitigation measures are taken into account.

Table 5.1: Significant residual effects on people, jobs and homes in Aldeburgh and Snape

Effect	Phase of development	Type of Effect
Job opportunities to support the construction, and effects on levels of unemployment, economic inactivity and productivity	Construction phase	Significant beneficial
Job opportunities at the power station over its 60-year operational phase	Operational phase	Significant beneficial
Supply chain opportunities for local businesses including procurement of goods and services	Construction and operational phases	Significant beneficial
Boost to local spending including on food and accommodation during the construction phase	Construction phase	Significant beneficial

Effect	Phase of development	Type of Effect
Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs	Operational phase	Significant beneficial
The new 3G pitch and MUGAs located at Alde Valley School would provide a significant beneficial effect on sports provision locally	Construction and operational phase	Significant beneficial

f) **Transport**

i. **Overview**

5.6.36 The construction phase of the Sizewell C Project will require the transport of people and materials to and from the main and associated development sites.

5.6.37 SZC Co. has developed a transport strategy that aims to:

- Minimise the volume of traffic generated by the Sizewell C Project.
- Maximise traffic safety.
- Minimise adverse impacts on existing communities and visitors to the area.
- Ensure the resilience of the transport network in the event of a traffic incident.
- Provide long-term transport legacy benefits for the area.

5.6.38 The Sizewell C Project’s transport strategy includes a number of mitigation measures to achieve these objectives:

- Provision of a worker **accommodation campus and caravan park** within the main development site – reducing the need for workers to use the existing transport network to travel to work.

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- **Two park and ride facilities** – in Darsham (northern) and Wickham Market (southern) – to reduce volume of trips by car to the main development site.
- **Direct bus services** will also operate from key locations to the main development site, to reduce the volume of trips made by car.
- **Management of car parking** – at peak a maximum of 12% of the workforce will be permitted to park at the main development site – limiting the impact on the local network.
- **Improved walking and cycling routes** to the main development site.
- A **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) has been developed, and all employees will be required to sign it on joining the Sizewell C Project. It would be managed by a full time Transport Co-ordinator, including ensuring mode share targets are complied with.
- A number of **highway improvements** are proposed to respond to potential network capacity or safety issues, such as the two village bypass.
- The construction methodology has been designed to minimise the requirement to move materials off site as far as practicable.
- Bulk materials would be transported to and from the site by sea or by rail where practical, avoiding use of the highways network. A **beach landing facility (BLF)** would allow the delivery of abnormal indivisible loads (AILs) by sea, and a **green rail route** (temporary rail extension off the existing Saxmundham to Leiston branch line) would allow the delivery of freight to the site by rail.
- Where HGVs are required, defined HGV routes will be used that minimise local impacts. Residual freight would be managed through proposed delivery management system (including limiting numbers of HGV movements per day), freight management facility in Sevenhills to allow a controlled pattern of deliveries, and a **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7).

5.6.39 Full details of these measures are set out in the **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7), **Construction Worker Travel**

Plan (CWTP) (Doc Ref. 8.8) and **Code of Construction Practice (CoCP)** (Doc Ref. 8.11).

5.6.40 When the construction phase is complete there will be no remaining requirement for the large scale movement of goods and workers across the network. The park and ride facilities, freight management facility, accommodation campus and caravan park, and green rail route would all be removed. The BLF would remain to allow the delivery of ALLs by sea during the operation of the power station, and a number of the highways improvements would provide long-term legacy benefits to the road network.

5.6.41 A key focus of the transport strategy has been developing proposals with placemaking in mind and that seek to offer a positive contribution towards quality of life. Roads are an important part of Suffolk's transport infrastructure for local residents, businesses and the tourist industry. Minimising congestion and maximising the resilience of the highway network is a fundamental part of the transport strategy: minimising emissions and the visual impact of traffic, and maximising safety.

5.6.42 **Volume 2, Chapter 10** of the **ES** (Transport) sets out an assessment of the transport effects of the Sizewell C Project during the early years, at peak construction, and once the power station is complete and operational. The scope of the assessment considers:

- Severance – the perceived division of a community by a major traffic artery.
- Pedestrian delay – where the volume, composition and/or speed of traffic affect the ability of pedestrians to cross roads.
- Pedestrian amenity – the pleasantness of a journey for pedestrians.
- Driver delay – to journey time.
- Accidents and safety – including perceptions of safety.

5.6.43 A full description of the methodology used to assess transport effects is set out in **Volume 2, Chapter 10** of the **ES**.

ii. [Residual significant transport effects – Aldeburgh and Snape](#)

5.6.44 Taking into account the mitigation measures above and detailed further in **Volume 2, Chapter 10** of the **ES**, the significant residual transport effects in **Table 5.2** are expected in Aldeburgh and Snape.

Table 5.2: Residual significant transport effects in Aldeburgh and Snape

Type of Transport Effect	Area Affected	Mitigation	Phase of Development / Residual Effect
Severance	Farnham and Stratford St Andrew	N/a	Peak construction and operation/ Significant Beneficial
Amenity	Farnham and Stratford St Andrew	N/a	Peak construction and operation/ Significant Beneficial
Severance	Footpaths 243/001/0 and E-137/029/0	N/a	Peak construction and Operation / Significant Adverse
Pedestrian delay	Footpaths 243/001/0 and E-137/029/0	N/a	Peak construction and Operation / Significant Adverse

g) Health and wellbeing

i. Overview

5.6.45 The construction and operation of the Sizewell C Project has the potential to influence health and wellbeing both adversely and beneficially through a number of environmental, social and economic pathways.

5.6.46 **Chapter 28 of Volume 2 of the ES** explores relevant health pathways associated with the Sizewell C Project and assesses the distribution, magnitude and significance of impacts on local communities. This section summarises the findings of the assessment relevant to Aldeburgh and Snape.

ii. Mitigation measures to minimise effects on health and wellbeing (including in Aldeburgh and Snape)

5.6.47 A number of the Sizewell C Project mitigation measures detailed in the socio-economics, transport, air quality, noise and vibration and radiological chapters are inherently in place to manage potential hazards at a point that precludes and manages public health impacts.

5.6.48 These include measures that reduce or mitigate adverse effects on air quality, noise and vibration, transport, landscape and visual effects, socio-economic effects, and amenity and recreation during the construction phase. A number of these measures are set out in the **Code of Construction Practice (CoCP)** (Doc Ref. 8.11). For example, measures to minimise off-site noise generation and community exposure are set out,

reducing hazard source and exposure to potential health risk, and are further addressed through the **Noise Mitigation Scheme**, provided in **Appendix 11H of Volume 2** and the **draft Section 106 Heads of Terms** provided as **Appendix J to the Planning Statement** (Doc Ref. 8.4).

5.6.49 As detailed in **Appendix 28A of Volume 2** of the **ES** an on-site occupational health service for construction workers, including a pharmacy and an out of hours service will operate 24/7 during the construction phase. Provision will include a range of health protection and promotion initiatives, and campaigns to promote good health and healthy lifestyles among workers. It would also promote safety in the workforce with a focus on preventing ill health. As demonstrated at Hinkley Point C, this has proven to be effective in significantly reducing demand on existing local services arising as result of the temporary growth in population associated with the construction workforce.

5.6.50 Measures undertaken by the occupational health service to support health and wellbeing on the Sizewell C Project, thereby reducing potential demand on local healthcare facilities, will include:

- All construction workers will go through a pre-employment health screening process to determine their fitness for work. Certain groups will undergo periodic reassessment to ensure they meet legal standards to undertake their job.
- A health surveillance programme will cover three core areas: hand-arm-vibration syndrome; noise; and Control of Substances Hazardous to Health (COSHH) – routinely this includes respiratory health and skin health surveillance. It will maintain health records which will be reported to a Sizewell Health Working Group (SHWG) to measure effectiveness of provision (e.g. GP, hospital referrals and ambulance call out).
- A drugs and alcohol policy will be enforced which will include testing pre-placement on-site, for cause / reasonable suspicion and random testing.
- The occupational health service will treat and advise any workers who have accidents or are taken ill at work. It will have an emergency response vehicle to facilitate rapid response.

5.6.51 Additional mitigation measures proposed by the Sizewell C Project to support health and wellbeing in the local community and minimise adverse

effects include the following (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)):

- A **Healthcare Planning Contribution** would be provided to address any minor residual effect from the expected rise in demand for GP services arising from the entire construction workforce.
- A **Community Fund** would fund schemes, measures and projects which promote the economic, social or environmental well-being of the communities affected by the development, enhancing their quality of life. The Community Fund would recognise that some communities closer to the main development site are likely to experience more and greater effects across a wider range of social, economic and environmental areas.
- The **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) sets out measures that would mitigate any potential adverse effects on ambulance services arising from the temporary increase in population during the construction phase.
- **Monitoring and governance arrangements** will be provided and thresholds set at levels that preclude health impacts. The occupational health care provision will be monitored, as will referral rates to test effectiveness, and iteratively refine and enhance the service where required. The Sizewell Health Working Group (SHWG) will manage engagement on health and wellbeing throughout the construction period, and facilitate collaboration and coordination on health initiatives.

iii. [Significant effects on health and wellbeing in Aldeburgh and Snape](#)

5.6.52 The following health and wellbeing effects are assessed in **Chapter 28** of **Volume 2** of the **ES**. In terms of the construction of the Sizewell C Project:

- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;

- potential health and wellbeing effects associated with the introduction of a temporary non-home-based construction workforce (including social impacts and on healthcare capacity) including net additional dependants (for those workers moving to the area and bringing their family);
- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

5.6.53 In terms of the operation of the Sizewell C Project:

- potential health and wellbeing effects from changes in radiological exposure;
- potential health and wellbeing effects from changes in electromagnetic field exposure;
- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;
- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

5.6.54 Taking into account the mitigation measures set out above, the significant residual health and wellbeing effects of the Sizewell C Project including for communities in Aldeburgh and Snape would be beneficial, as set out in **Table 5.3**.

Table 5.3: Significant residual health and wellbeing effects in Aldeburgh and Snape

Health Effect	Phase	Type of Effect (Residual)
Socio-economic health benefits – employment and income effects (key determinants of health influencing social, mental and physical health)	Construction	Significant beneficial
Socio-economic health benefits – employment and income effects (key determinants of health influencing social, mental and physical health)	Operation	Significant beneficial
Change in significant residual noise exposure from the Two Village Bypass with both adverse and beneficial outcomes (see Table 5.6: Noise)	Construction	Significant adverse and beneficial
Change in significant residual noise exposure from the Two Village Bypass with both adverse and beneficial outcomes (see Table 5.6: Noise)	Operation	Significant adverse and beneficial

h) **Amenity and recreation**

i. **Overview**

5.6.55 The construction and operation of the Sizewell C Project would impact some Public Rights of Way (PRoW) (including Public Footpaths, Bridleways, Restricted Byways, and Byway open to All Traffic), permissive footpaths (also referred to as permissive paths), long distance walking routes, cycle routes and publicly accessible open spaces including open access land, common land and the beach. Hereafter these uses will be referred to collectively as recreational routes. Some impacts would be expected to have an effect on the amenity and recreation value experienced by users.

5.6.56 The **Rights of Way and Access Strategy** in **Volume 2 Appendix 15I** of the **ES** sets out details of the proposed main temporary and permanent physical changes (closures, diversions and new routes) to recreational routes for the main development site. Further detail on temporary and permanent closures and diversions of existing PRoW and creation of new PRoW for the main development site and the green rail route are shown on the **Access/Rights of Way Plans** (Doc Ref. 2.4). Disturbance would be

minimised by providing appropriate diversion routes where closure cannot be avoided.

5.6.57 Depending on the specific recreational route, users may also be affected by changes to views, noise, air quality or traffic movements, or by an increase the number of users. These factors could affect the perception of tranquillity of users.

ii. **Physical changes to recreational routes in Aldeburgh and Snape**

5.6.58 The following physical changes would be made to recreational routes in Aldeburgh and Snape during the construction phase of the two village bypass around Stratford St Andrew and Farnham:

- Footpath E243/003/0 would be temporarily diverted, approximately 350m south, and footpath E-243/004/0 would be temporarily diverted approximately 200m north of their existing locations. Each footpath would be diverted to at grade crossing of the works area at a suitable location. The alignment of footpaths E-137/028/0, E-137/029/0 and E-243/001/0 would be retained during construction with at grade crossings of the work area.

5.6.59 The following physical changes would be made once the two village bypass is operational:

- Footpaths E243/003/0 and E-243/004/0 would be permanently diverted via the Foxburrow Wood footbridge.
- Footpath 243/001/0 would be diverted east by approximately 25m.
- Footpath E-137/029/0 would be diverted south west by approximately 25m.
- In addition, Footpaths E-243/003/0 and E243/011/0 (on the east side of the proposed route of the two village bypass) would be upgraded to a bridleway, with agreement from SCC. However, other than the crossing via the Foxburrow Wood overbridge, no physical changes are anticipated to the PRoW to facilitate the change to a bridleway.

iii. **Effects on users of recreational routes in Aldeburgh and Snape**

5.6.60 Taking into account mitigation measures, due to physical changes, and/or other impacts on recreational amenity, the users of the recreational routes in **Table 5.4** could experience residual significant effects due to the

Sizewell C Project as a result of the construction and operation of the two village bypass (temporary and permanent effects).

Table 5.4: Significant residual amenity and recreation effects on users of recreational routes in Aldeburgh and Snape

PRoW	Phase	Description of Effect and Mitigation	Residual Effect
Footpaths 243/003/0 and 243/004/0	E- E-	Construction – two village bypass	Significant adverse
Footpaths 137/028/0, 137/029/0 and 243/001/0	E- E- E-	Construction – two village bypass	Significant adverse
Footpaths 137/029/0 and 243/001/0	E- E-	Operation – two village bypass	Significant adverse

i) Landscape and visual

i. Overview

5.6.61 The Sizewell C Project would have landscape and visual effects during its construction and when it is operational. The scale of the effect has been assessed based on the ability of existing landscapes to accommodate change, the value of existing landscapes to society, the scale and duration of the change expected and the proximity to those who would be affected.

5.6.62 The Sizewell C Project has been carefully planned as part of an iterative process and in discussion with stakeholders to define measures to mitigate landscape and visual effects. During construction the Sizewell C Project aims to reduce as much as reasonably practicable the extent of physical disturbance to the landscape and the visual prominence of construction works including buildings, structures, compounds, storage areas and stockpiles, through measures such as:

- Avoiding construction activity and major works in visually sensitive locations.
- Protecting existing woodland, forested areas, belts of vegetation and hedgerows wherever practicable, which would provide natural visual screening. Planting will take place to provide additional screening.
- Minimising effects on residential properties.
- Undertaking and completing works to the sea defences, northern mound and beach landing facility and access road as early as practicable in the programme in part to minimise disruption to users of Suffolk Coast Path/Sandlings Walk.
- Introducing new lighting only where required on safety grounds and utilising best practice approaches to minimise light spill where lighting is required.

ii. Landscape and visual effects in Aldeburgh and Snape

5.6.63 The landscape and visual effects in **Table 5.5** would be significant effects in Aldeburgh and Snape over the construction and/or operation of the Sizewell C Project. Effects would be associated with the main development site and the two village bypass at Stratford St Andrew and Farnham.

Table 5.5: Significant residual landscape and visual effects in Aldeburgh and Snape

Area	Phase	Description of Effect and Mitigation	Residual Effect
Suffolk Coast Path	Construction – main development site	Views of construction	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Sandlings Walk	Construction – main development site	Views of construction	Significant adverse
	Operation – main development site	Views of operation	Significant adverse
Users of public footpaths (E-137/028/0, E-137/029/0, E-243/006/0, E-243/007/0 and E-243/008/0), local roads (the A1094 and unnamed roads off it) and residents and visitors around Friday Street Farm shop, to the western extent of the site:	Construction – two village bypass	Temporary impact - views of construction site	Significant adverse

Area	Phase	Description of Effect and Mitigation	Residual Effect
This group of receptors includes users of the rights of way network north of Foxburrow Wood, as well as local residents and visitors to the Friday Street Farm shop, immediately adjacent to the site boundary			
Users of public footpaths (E-243/003/0, E-243/004/0, E-243/011/0 and E-243/012/0), local access roads and residents around the south-east of Farnham and Farnham Hall, including residents in and around Farnham Hall and users of the public footpaths between Farnham and Foxburrow Wood	Construction – two village bypass	Temporary impact - views of construction site	Significant adverse
Pedestrians using the footways along the A12 and local residents along the A12 at Stratford St. Andrew, to the north of the site, including local residents and visitors along the A12 corridor	Construction – two village bypass	Temporary impact - views of construction site	Significant adverse

j) Noise

i. Overview

5.6.64 A full assessment of the noise effects of the Sizewell C Project is set out in the **ES** (see **Chapter 11** of **Volume 2** and **Chapter 4** of **Volumes 3-9**). This section of the Community Impact Report sets out the significant residual noise effects that are expected to affect people and communities in Aldeburgh and Snape.

5.6.65 Potential sources of noise associated with the Sizewell C Project include:

- Construction noise — work on the main development site may result in both day-time (07:00-23:00 hours) and night-time (23:00-07:00 hours) noise whereas associated development sites would only generate construction noise during the day (Monday to Saturday 07:00-19:00 hours).
- Noise from increased volumes of traffic during the construction phase.
- Noise from increased rail movements at night.

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- Operational noise – once the Sizewell C power station is operational, including noise from the power station itself; back-up generators during testing periods post-outage, and the CHP.
- Standards for acceptable noise levels are set out in national planning policies including the National Planning Policy Framework, National Planning Practice Guidance and in the Noise Policy Statement for England (NPSE) 2010.

5.6.66 As set out below, the significant residual noise and vibration effects in Aldeburgh and Snape are related to traffic on the two village bypass.

5.6.67 The following mitigation measures have been designed to minimise the noise impacts of the Sizewell C Project:

- **Noise barriers** have been designed (landscape bunds and/or acoustic screens) in order to reduce the spread of construction noise close to sensitive areas.
- The **Code of Construction Practice** (Doc Ref. 8.11) sets out the Sizewell C Project's best practice approach to construction noise including: using quiet plant and techniques, switching off equipment when not required, using reversing alarms that minimise impacts off site, and provision of training and instruction to workers to use methods that minimise off-site noise.
- The **Construction Worker Travel Plan** (Doc Ref. 8.8) and **Construction Traffic Management Plan** (Doc Ref. 8.7) would reduce and manage traffic impacts and associated noise.
- The **Noise Mitigation Scheme** – will provide mitigation to those properties where it is deemed, through the EIA noise assessments, that the proposals have created a significant adverse impact. This may be through the physical installation of double glazing, or the offering to pay for temporary rehousing where short term construction activity is forecast to be particularly noisy for those living very close to the works.
- The **Property Price Support Scheme** – will provide financial compensation for homeowners (within defined areas close to the development) who make the decision to sell their property where the sale price of the property has been negatively impacted by the Sizewell C Project.

- The **Rail Noise Mitigation Strategy** – which SZC Co. will develop in consultation with Network Rail and the rail freight operator, informed by the further detailed assessments, to establish the package of measures to be implemented to mitigate noise impacts on the Saxmundham to Leiston branch line and the East Suffolk line.
- ii. Noise effects in Aldeburgh and Snape – significant residual effects

5.6.68 Expected significant residual (once mitigation has been taken into account) noise effects in Aldeburgh and Snape are set out in **Table 5.6**.

Table 5.6: Significant residual noise effects in Aldeburgh and Snape – significant residual effects

Noise Sensitive Area	Phase	Description of Effect and Mitigation	Residual Effect
2. Parkgate Farm 10. Hill Farm 11. The Old Vicarage 12. Pond Barn Cottages 13. Farnham Hall 14. Farnham Hall Farmhouse 15. Mollett's Farm 17. Friday Street Farm 18. 51 Friday Street 25. Church Bungalow 35. Walk Barn Farm	Two village bypass – during peak construction year, 2028	Daytime noise during typical day in peak construction year, 2028	Significant adverse
3. The Stables 4. The Red House 6. Unknown 7. Long Row 1 8. Long Row 2 9. Long Row 3 16. Benhallstock Cottages 20. Elm Tree Farm 21. Unknown 22. The Limes 23. Ash Tree Cottage 24. Church Hill	Two village bypass – during peak construction year, 2028	Reduction in daytime noise during typical day in peak construction year, 2028	Significant beneficial

Noise Sensitive Area	Phase	Description of Effect and Mitigation	Residual Effect
Cottages 26. Rosemary 27. White House 32. The Old Police House			
1. Chapel Cottages 2. Parkgate Farm 10. Hill Farm 11. The Old Vicarage 12. Pond Barn Cottages 13. Farnham Hall 14. Farnham Hall Farmhouse 15. Mollett's Farm 17. Friday Street Farm 18. 51 Friday Street 19. Rosehill Cottages 25. Church Bungalow 34. Mill Lane West 35. Walk Barn Farm	Two village bypass – during peak construction year, 2028	Daytime noise during busiest day in peak construction year, 2028	Significant adverse
3. The Stables 4. The Red House 6. Unknown 7. Long Row 1 8. Long Row 2 9. Long Row 3 16. Benhallstock Cottages 20. Elm Tree Farm 21. Unknown 22. The Limes 23. Ash Tree Cottage 26. Rosemary 27. White House 32. The Old Police House	Two village bypass – during peak construction year, 2028	Reduction in daytime noise during busiest day in peak construction year, 2028	Significant beneficial
10. Hill Farm 12. Pond Barn	Operational phase – two village bypass –	Daytime noise during the first year of power station operation, 2034	Significant adverse

Noise Sensitive Area	Phase	Description of Effect and Mitigation	Residual Effect
Cottages 13. Farnham Hall 14. Farnham Hall Farmhouse 35. Walk Barn Farm	during first year of power station operation, 2034		
3. The Stables 4. The Red House 6. Unknown 7. Long Row 1 8. Long Row 2 9. Long Row 3 11. The Old Vicarage 16. Benhallstock Cottages 20. Elm Tree Farm 21. Unknown 22. The Limes 23. Ash Tree Cottage 26. Rosemary 27. White House 32. The Old Police House	Operational phase – two village bypass – during first year of power station operation, 2034	Reduction in daytime noise	Significant beneficial

k) Air quality

i. Overview

5.6.69 The Sizewell C Project would generate emissions that could affect air quality, during its construction and operational phases, including:

- Construction related dust and construction vehicle (non-road mobile machinery) emissions.
- Operational emissions (diesel generators and nuclear auxiliary building stack).
- Traffic emissions (rail and /or road) during construction and operation of Sizewell C.

ii. **Air quality effects in Aldeburgh and Snape – significant residual effects**

5.6.70 A number of measures have been designed to mitigate these effects, including in Aldeburgh and Snape. Taking into account these measures, there are expected to be no significant air quality impacts in Aldeburgh and Snape.

iii. **Mitigation measures to minimise effects on air quality (including in Aldeburgh and Snape)**

5.6.71 The following mitigation measures have been designed into the Sizewell C Project to minimise emissions that could affect air quality:

- A **Construction Worker Travel Plan** (Doc Ref. 8.8) and a **Construction Traffic Management Plan** (Doc Ref. 8.7) to reduce and manage the effects of traffic associated with the Sizewell C Project, including:
 - Use of two park and ride facilities, and worker accommodation campus and caravan park, reduced car parking provision and public rights of way improvements will minimise construction worker traffic and trips by car (and associated emissions) related to the Sizewell C Project.
 - Use of off-site freight management facility to reduce on-site queuing and engine idling (and associated emissions).
 - Use of beach landing facility and rail, including green rail route to minimise AIL and freight movements by road.
- The **Code of Construction Practice (CoCP)** (Doc. Ref 8.11) sets out general measures that would control the dust associated with construction, and the emissions generated by contractor vehicles and mobile machinery. The CoCP includes measures such as:
 - Site layout will be planned so the site access and significant dust generating activities will be located as far as possible from the site boundary and sensitive receptors.
 - Best practice measures will be implemented to minimise dust and emissions including for example, the use of modular (pre-fabricated buildings), use of water suppression systems and application of industry best practice when handling ballast and aggregate, use and maintenance of wheel wash facilities, and provision of sheeting on vehicles carrying aggregate.

l) Equality

i. Overview

5.6.72 The Equality Act 2010 gave public bodies a duty to consider effects on equality and sets out nine protected characteristics.

- Age.
- Disability.
- Gender reassignment.
- Marriage and civil partnership.
- Pregnancy and maternity.
- Race.
- Religion or belief.
- Sex.
- Sexual Orientation.

5.6.73 SZC Co. has prepared an **Equality Statement** (Doc Ref. 5.14) alongside the development consent application, to inform consideration of equality. The nature of equality – depending on complex personal circumstances – means that it is not possible to precisely quantify all possible effects. But it is possible to highlight aspects of the scheme that may affect people differently.

5.6.74 This information will be used to inform how mitigation such as the **Community Fund** (see **draft Section 106 Heads of Terms** is implemented in practice.

5.6.75 Most of the potential equality effects identified are project-wide rather than specific to one area, and are generally limited to the construction phase of the power station:

- The nearest wards and wider district all have a high proportion of older residents, and so in general the Sizewell C Project is more likely to affect older people.

NOT PROTECTIVELY MARKED

- People with some protected characteristics (including older people, or those with disabilities) may, on average, be more likely to spend time at home, and are therefore more likely to be affected by any noise or other intrusion. The proposals include a package of measures to mitigate the effect of noise.
- People with protected characteristics that may affect their mobility (including people who are older, disabled, or pregnant), would be likely to be more affected if traffic makes roads harder to cross. The Sizewell C Project includes mitigation such as bypasses, and the **Transport Assessment** (Doc Ref. 8.5) considers any potential pedestrian severance and mitigation where needed.
- Any aspects of the Sizewell C Project (such as noise or traffic) that may affect community facilities, may be felt more by people with particular characteristics – including school children, care home residents, or congregations at places of worship. The effects on specific locations are considered within the overall mitigation of the scheme.
- The benefit of new employment opportunities in construction can be felt less by people with protected characteristics that are underrepresented in that sector, including women. SZC Co. is committed to inclusive employment and will encourage applications from all groups, with targeted initiatives to encourage more women (including girls and young women still in education) to consider careers in new nuclear.
- Additional demand for community facilities and public services from construction workers could disproportionately affect existing users of those services, some of whom will have protected characteristics. Mitigation for the scheme includes a dedicated occupational health centre for workers, as well as enhanced sports facilities, and a **Community Fund** for further mitigation.
- People who are more likely to be dependent on private rented accommodation (including young people), would be more affected if housing demand from construction workers was too high. To mitigate this the scheme includes a temporary accommodation campus and caravan park, as well as other measures outlined in the **Accommodation Strategy** (Doc Ref. 8.10).

- People with protected characteristics that may make them particularly vulnerable to crime or to fear of crime, may be more affected by population change during the construction period. Mitigation for this includes the **Worker Code of Conduct** and other measures set out in the **Community Safety Management Plan** (Doc Ref. 8.16).

ii. [Equality effects in Aldeburgh and Snape](#)

5.6.76 Some of the project-wide effects described above are most likely to occur in areas closest to the site, including Aldeburgh and Snape wards. The wards include community facilities relevant to equality – including schools and churches – in Aldeburgh, Snape and Benhall, amongst others. The **ES** (Doc Ref. Book 6) does not identify specific significant effects on these facilities.

m) [Inter-relationship effects and cumulative effects with other projects](#)

i. [Overview](#)

5.6.77 As part of the assessment of effects of the Sizewell C Project **Volume 10** of the **ES** considers where there could be:

- **Project-wide cumulative effects** – arising where environmental effects as a result of the main development site and or multiple off-site associated development effects interact to generate a cumulative effect of greater significance than where these effects are considered in isolation. No significant residual project-wide cumulative effects are expected in Aldeburgh and Snape.
- **Inter-relationship effects** – arising where one receptor is affected by multiple environmental effects (for example both noise and air quality effects) and combined these effects lead to an increased sense of disturbance greater than the effect experienced by any one of the effects in isolation.
- **Cumulative effects with other projects** – arising where expected significant environmental effects arise as a result of the cumulative effect of the Sizewell C Project plus other development schemes taking place – where these effects are greater than the effects of the Sizewell C Project assessed on its own.

ii. [Significant residual inter-relationship effects in Aldeburgh and Snape](#)

5.6.78 During the construction of the two village bypass, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects

to the following residential or representative residential receptors in Aldeburgh and Snape:

- Hall Cottages and Farnham Hall, Farnham.
- Farnham Street Farm.
- Rosehill Cottages.
- The Red House.
- Timbers.
- Farnham Hall Farmhouse.

5.6.79 In the operational phase of the two village bypass, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effects to the following residential or representative residential receptors in Aldeburgh and Snape:

- Hall Cottages and Farnham Hall, Farnham.
- Farnham Street Farm.
- Rosehill Cottages.
- Tinker Brook and Park Gate Farm.
- The Red House.
- Pond Barn Cottages Farnham.
- Farnham Hall Farmhouse.

iii. [Cumulative effects with other plans and projects – Aldeburgh and Snape](#)

5.6.80 **Table 5.7** sets out potential cumulative effects with other plans and projects, of relevance in Aldeburgh and Snape.

Table 5.7: Cumulative effects with other plans and projects (Aldeburgh and Snape) – significant residual effects

Receptor	Effect	Phase of Development	Type of Effect
Socio-economic effects			
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia THREE)	Construction (early & peak years)	Significant beneficial effect, regional scale
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia ONE North, East Anglia TWO, East Anglia THREE)	Operation	Significant beneficial effect, local scale
Landscape and visual effects			
Visual Receptor Group 18: Knodishall and Aldringham	Adverse visual effects during construction (Sizewell C Project and East Anglia ONE North and East Anglia TWO cable route and substation)	Construction (early & peak years)	Significant adverse visual effects
Visual Receptor Group 19: Aldringham Common and The Walks Visual Receptor Group 20: Sizewell to Thorpeness Coast	Adverse visual effects during construction (Sizewell C Project and East Anglia ONE North, East Anglia TWO, Nautilus Interconnector, Eurolink Interconnector, Greater Gabbard extension and Galloper Extension Offshore Wind Farms)	Construction (early & peak years)	Significant adverse visual effects
Amenity and Recreation			
Visual Receptor Group 19: Aldringham Common and The Walks Visual Receptor Group 20: Sizewell to Thorpeness Coast	Adverse amenity and recreation effect during construction (Sizewell C Project and East Anglia ONE North, East Anglia TWO, Nautilus Interconnector, Eurolink Interconnector, Greater Gabbard extension and Galloper Extension Offshore Wind Farms)	Construction (early & peak years)	Significant adverse amenity and recreation effect

5.7 Summary of effects on the community in Aldeburgh and Snape

5.7.1 **Table 5.8** sets out a summary of significant residual effects of the Sizewell C Project on communities in Aldeburgh and Snape, including Thorpeness, Aldeburgh, Aldringham, Friston, Snape, Gromford, Church Common, Farnham, Stratford St Andrew, Benhall and Benhall Street. It includes both beneficial and adverse effects.

Table 5.8: Summary of significant residual effects in Aldeburgh and Snape

Topic Area	Summary of Effects	Application Documents
Economy	<ul style="list-style-type: none"> • Significant beneficial effects from construction job opportunities and on levels of unemployment and economic inactivity • Significant beneficial effects from operational job opportunities • Significant beneficial effects from supply chain opportunities for local businesses • Significant beneficial economic effects of wages and local spending 	<ul style="list-style-type: none"> • Volume 2, Chapter 9 of the ES • Economic Statement (Doc Ref. 8.9) • Employment, Skills and Education Strategy (Doc Ref. 8.9) • Supply Chain Strategy (Doc Ref. 8.9).
Community Services	<ul style="list-style-type: none"> • Significant and beneficial effects on sports provision locally from new sports facilities in Leiston – 3G pitch and MUGAs 	<ul style="list-style-type: none"> • Volume 2, Chapter 9 of the Community Safety Management Plan (Doc Ref. 8.16)
Transport	<ul style="list-style-type: none"> • Significant beneficial severance and amenity effects on Farnham and Stratford St Andrew at peak construction and when the power station is operational (due to two village bypass) • Significant adverse severance and pedestrian delay effects to footpaths 243/001/0 and E-137/029/0 at peak construction and when the power station is operational (due to two village bypass) 	<ul style="list-style-type: none"> • Volume 2, Chapter 10 of the ES • Transport Assessment (Doc Ref. 8.5) • Traffic Incident Management Plan (TIMP) (Doc Ref. 8.6) • Construction Traffic Management Plan (CTMP) (Doc Ref. 8.7) • Construction Worker Travel Plan (CWTP) (Doc Ref. 8.8)
Health and Wellbeing	<ul style="list-style-type: none"> • Significant beneficial health and wellbeing effects generated by construction and operational phase employment opportunities and associated wages • Significant residual construction and operational noise impacts (both adverse and beneficial) from the Two Village Bypass 	<ul style="list-style-type: none"> • Volume 2, Chapter 28 of the ES

Topic Area	Summary of Effects	Application Documents
Amenity and Recreation	<ul style="list-style-type: none"> • Temporary significant adverse effects during construction phase on users of Footpaths E-243/003/0, E-243/004/0, E-137/028/0, E-137/029/0 and E-243/001/0 • Permanent significant adverse effects on users of E-137/029/0 and E-243/001/0 	<ul style="list-style-type: none"> • Volume 2, Chapter 15 of the ES • Volume 5, Chapter 8 of the ES
Landscape and Visual	<ul style="list-style-type: none"> • Temporary (construction phase) significant adverse effects on seascape character (Heritage Coast area between Dunwich and Aldeburgh), and users of public footpaths (E-137/028/0, E-137/029/0, E-243/006/0, E-243/007/0 and E-243/008/0), local roads (the A1094 and unnamed roads off it) and residents and visitors around Friday Street Farm shop to the western extent of the site, users of public footpaths (E-243/003/0, E-243/004/0, E-243/011/0 and E-243/012/0), local access roads and residents around the south-east of Farnham and Farnham Hall, including residents in and around Farnham Hall and users of the public footpaths between Farnham and Foxburrow Wood, and pedestrians using the footways along the A12 and local residents along the A12 at Stratford St. Andrew, to the north of the site, including local residents and visitors along the A12 corridor • Permanent significant adverse effects on Suffolk Coast Path and Sandlings Walk 	<ul style="list-style-type: none"> • Volume 2, Chapter 13 of the ES • Volume 5, Chapter 6 of the ES
Noise	<ul style="list-style-type: none"> • Significant adverse effects on several noise sensitive receptors during the peak of construction activity at the main development site: Parkgate Farm, Hill Farm, The Old Vicarage, Pond Barn Cottages, Farnham Hall, Farnham Hall Farmhouse, Mollett's Farm, Friday Street Farm, Church Bungalow, Walk Barn Farm • Significant beneficial effects on several noise related receptors once construction of the bypass is complete: The Stables, The Red 	<ul style="list-style-type: none"> • Volume 2, Chapter 11 of the ES • Volume 5, Chapter 4 of the ES

Topic Area	Summary of Effects	Application Documents
	House, Long Row 1,2 and 3, Benhallstock Cottages, Elm Tree Farm, The Limes, Ash Tree Cottage, Church Hill Cottages, Rosemary, White House, Mill Lane Houses, Low Road Houses, Low Barn Farm, The Old Police House	
Equality	<ul style="list-style-type: none"> A range of project-wide potential effects on equality. No specific effects identified on community facilities 	<ul style="list-style-type: none"> Equality Statement (Doc Ref. 5.14)
Inter-relationship effects	<ul style="list-style-type: none"> Combined effects of the two village bypass on the following receptors would be likely to lead to an increased sense of disturbance that would have a significant adverse effect during construction and/or operation: Hall Cottages and Farnham Hall, Farnham, Farnham Street Farm, Rosehill Cottages, Tinker Brook and Park Gate Farm, The Red House, Timbers, Pond Barn Cottages, Farnham Hall Farmhouse 	<ul style="list-style-type: none"> Volume 10, Chapter 2 of the ES
Cumulative effects with other plans and projects	<ul style="list-style-type: none"> Cumulative beneficial labour market effects during construction phase (Sizewell C plus East Anglia THREE) – supply chain benefits and labour investment Cumulative beneficial labour market effects during operation (Sizewell C plus East Anglia ONE North, East Anglia TWO and East Anglia THREE) Cumulative adverse visual effect to Receptor Group 18: Knodishall and Aldringham during construction (Sizewell C plus East Anglia ONE North and East Anglia TWO cable route and substation) Cumulative adverse visual effect to Receptor Group 19: Aldringham Common and The Walks and Receptor Group 20: Sizewell to Thorpeness Coast during construction (Sizewell C plus East Anglia ONE North, East Anglia TWO, Nautilus Interconnector, Eurolink Interconnector, Greater Gabbard extension and Galloper Extension Offshore Wind Farms) Cumulative adverse amenity and 	<ul style="list-style-type: none"> Volume 10, Chapter 4 of the ES

Topic Area	Summary of Effects	Application Documents
	recreation effect to Visual Receptor Group 19: Aldringham Common and The Walks and Visual Receptor Group 20: Sizewell to Thorpeness Coast during construction (Sizewell C plus East Anglia ONE North, East Anglia TWO, Nautilus Interconnector, Eurolink Interconnector, Greater Gabbard extension and Galloper Extension Offshore Wind Farms)	

6 The rest of East Suffolk district

6.1 Executive summary - effects of the Sizewell C Project in the rest of East Suffolk district

6.1.1 This report brings together in one place the effects the Sizewell C Project is likely to have on local communities. This chapter focuses on East Suffolk district area, excluding the local ward areas that are the subject of separate chapters above (Leiston, Yoxford, Saxmundham, Aldeburgh and Snape wards).

6.1.2 The rest of East Suffolk area includes the communities of Lowestoft, Beccles, Kessingland, Bungay, Halesworth, Southwold, Framlingham, Woodbridge, Kesgrave and Felixstowe. There are also a large number of smaller settlements across the area.

6.1.3 The Sizewell C Project would bring **significant** benefits for communities in the local area in terms of:

- construction job opportunities;
- job opportunities in the operational power station;
- opportunities for local businesses to secure contracts to supply and service the Sizewell C Project;
- higher wage jobs locally – on the Sizewell C Project and in the supply chain;
- more spending in the local economy – an economic ‘multiplier effect’ for local businesses, even those not directly associated with the Sizewell C Project;
- new modern sports facilities in Leiston – a full-size 3G all weather pitch and two multi-use games areas;
- health and wellbeing benefits for local communities due to economic opportunities; and
- transport improvements and new and improved recreational routes.

6.1.4 SZC Co., the councils and other stakeholders have worked together to develop a package of measures to ensure opportunities offered by the Sizewell C Project are maximised for local people and businesses.

6.1.5 SZC Co. has also worked with the councils and other stakeholders to assess and plan for the following potential disturbances, most of which would be temporary during the construction phase:

- Some of the construction works related to the freight management facility will be visible to some communities in East Suffolk. The construction and permanent sites have been designed with the views of communities in mind to ensure visual impacts are minimised.
- There will be additional traffic using local roads throughout the construction. A strategy will be put in place to minimise disturbance as far as practicable.

6.1.6 SZC Co. will continue to work with the Councils and other stakeholders during the examination of the application, and beyond, with the aim of agreeing how best to implement the mitigation to avoid or reduce effects, and to ensure the Sizewell C Project can be delivered successfully, including the realisation of significant benefits for communities.

6.2 Introduction

a) The rest of East Suffolk district

6.2.1 This chapter sets out the expected effects of the Sizewell C Project in East Suffolk local authority district area, excluding the wards that are set out separately above – Leiston, Yoxford, Saxmundham and Aldeburgh and Snape wards. The area is referred to as ‘the rest of East Suffolk’, and is shown in **Plate 6.1** (with a larger version provided in **Figure 6**).

6.2.2 The area includes the large town of Lowestoft in the north. Other significantly sized settlements include Beccles, Kessingland, Bungay, Halesworth, Southwold, Framlingham, Woodbridge, Kesgrave and Felixstowe. There are also a large number of smaller settlements across the area which is largely rural in character excluding the main settlements.

b) The Sizewell C Project

6.2.3 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk. It would be known as Sizewell C. Once built it would provide enough electricity to supply 6 million homes (about 20% of all homes in the

UK). This would support Government policy¹⁴ to shift to a low carbon economy.

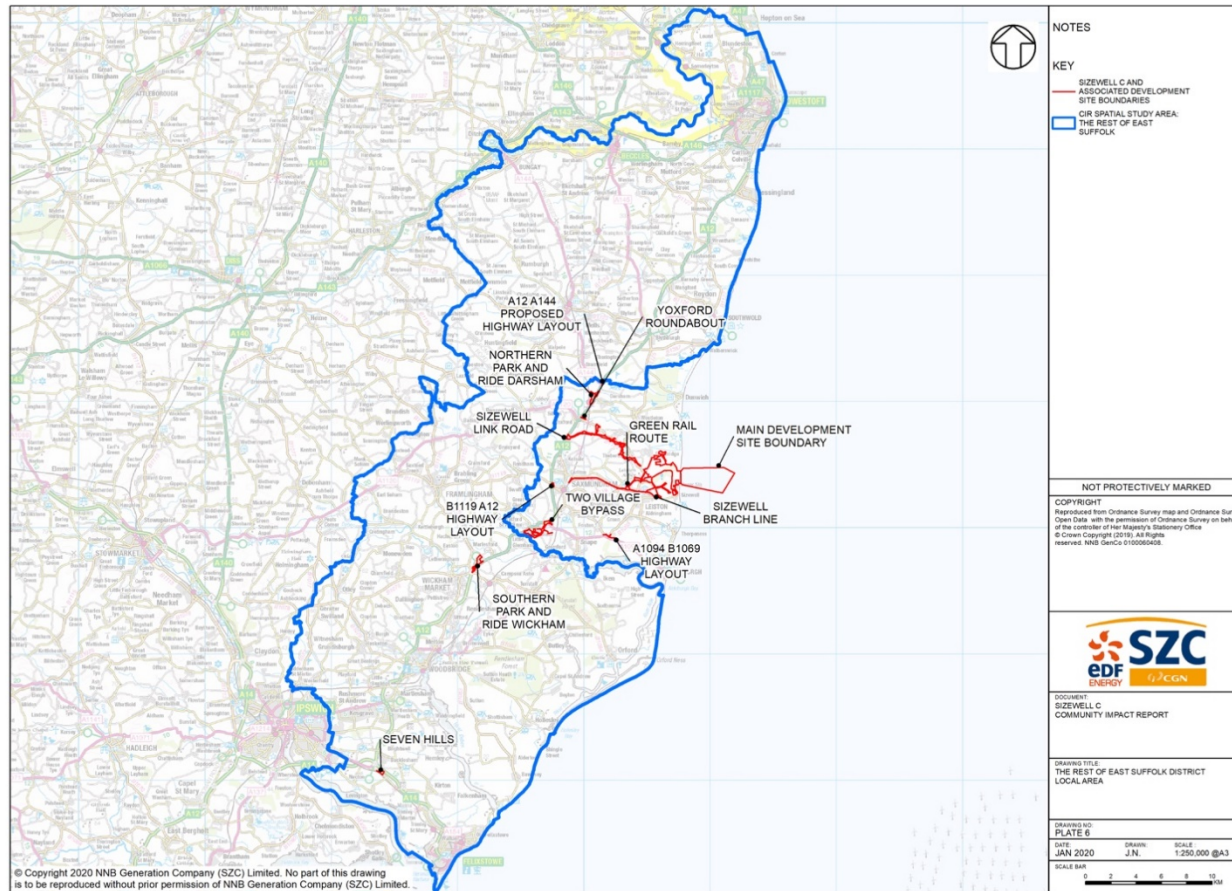
6.2.4 As well as the power station itself (and temporary uses to support its construction) within the ‘main development site’, the Sizewell C Project would include a number of off-site associated developments also to support its construction, as set out above in **Section 1**.

c) **The structure of this chapter**

- **Section 6.3** summarises the development that would happen in the rest of East Suffolk.
- **Section 6.4** provides an overview of the characteristics of the existing community in the rest of East Suffolk.
- **Section 6.5** sets out a summary of the consultation activity of relevance to the rest of East Suffolk.
- **Section 6.6** outlines the likely significant effects of the Sizewell C Project on the rest of East Suffolk by topic area.
- **Section 6.7** sets out a summary of the significant effects in the rest of East Suffolk and provides wayfinding to further information.

¹⁴ National Policy Statement for Nuclear Power Generation (2011); Industrial Strategy, building a Britain fit for the future (November, 2017); Industrial Strategy Nuclear Sector Deal (June, 2018)

Plate 6.1: Development in the rest of East Suffolk district (see Figure 6 for larger version)



6.3 Development in the rest of East Suffolk district

a) Introduction

6.3.1 This section sets out the Sizewell C Project development that would happen in the rest of East Suffolk and the project-wide effects relevant to the area.

b) Development in the rest of East Suffolk district

6.3.2 The following development would happen in the rest of East Suffolk district:

- Wickham Market (southern) park and ride.
- Freight management facility at Seven Hills.
- Highways and junction improvements.
- Safety measures at the B1078/B1079 junction east of Easton and Otley College will be secured by an obligation in the Section 106 Agreement, provided in the **Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4); and
- A12/A144 highway layout.

6.3.3 **Plate 6.1** shows the parts of the development that would happen in in the rest of East Suffolk district. A larger version of the map is provided in **Figure 6**.

6.3.4 A full description of all elements of the development in the rest of East Suffolk district is set out in the **Chapter 2** (description of development) of **Volumes 4, 7 and 8** of the **ES**. All full description of all of the Sizewell C Project proposals and their predicted effects is set out in **Volumes 2-9** of the **ES**.

c) Project-wide effects – of relevance to the rest of East Suffolk district

6.3.5 In addition to the development that would happen in the rest of East Suffolk district, there are elements of the Sizewell C Project that are not specific to one particular area ('project wide effects') and could also affect the rest of East Suffolk. These include:

- **Community and economic effects** – caused by construction workers and their families temporarily moving to the area to work on the construction of the Sizewell C Project.

d) **Mitigation**

6.3.6 As set out above, in addition to the development itself, the application includes measures designed to mitigate potential adverse effects and enhance potential beneficial effects:

- **Primary (project design-based) mitigation measures** – are in-built elements of the Sizewell C Project. Measures include the construction worker **accommodation campus and caravan park** and **on-site occupational health service**, and the new sports facilities at Alde Valley school that would minimise adverse effects on local communities. It also includes the noise screening measures and landscape bunds that would minimise disturbance during construction, as well as the various transport proposals which would minimise adverse traffic effects.
- **Tertiary (best practice-based) mitigation and enhancement measures** – are elements of the Sizewell C Project that reflect best-practice. The **Worker Code of Conduct** for example would manage the behaviour of construction workers and minimise adverse effects on local communities.
- **Secondary mitigation measures** – include financial contributions and monitoring and management plans that would mitigate adverse effects that either remain when primary and tertiary measures have been implemented, or arise due to unforeseen circumstances. These measures are listed below where they are of relevance to communities in the rest of East Suffolk – including the **Community Fund, Housing Fund, Tourism Fund** and **Public Services Contingency Fund**.

6.3.7 Further detail on mitigation measures relevant to communities in the rest of East Suffolk is set out below.

6.4 **The rest of East Suffolk today**

a) **Spatial context**

6.4.1 The rest of East Suffolk area is shown in **Plate 6.1**, with a larger version of the map provided in **Figure 6**. The area comprises East Suffolk local

authority district in the East of England, excluding the five wards that are local to the site (Leiston, Saxmundham, Snape, Aldeburgh and Yoxford).

6.4.2 The area is bounded by Great Yarmouth district to the north, the North Sea to the east, Ipswich district and the River Orwell and Babergh district to the south, and Mid Suffolk and South Norfolk districts to the west.

b) People, jobs and homes¹⁵

6.4.3 The area includes the large town of Lowestoft in the north. Other significantly sized settlements include Beccles, Kessingland, Bungay, Halesworth, Southwold, Framlingham, Woodbridge, Kesgrave and Felixstowe. There are also a large number of smaller settlements across the area which is largely rural in character excluding the main settlements.

6.4.4 Overall the area had a population of approximately 228,800 people in 2018, across an area of 109,500 hectares – with an overall population density of 2.1 people per hectare.

6.4.5 Approximately 128,500 residents (56%) are working-age, 61,250 are aged 65 or over (27%), and the remaining 39,050 (17%) are children aged 0 to 15.

6.4.6 The area's population grew by 2.6% over the 5 years 2013-2018.

6.4.7 The population of the area is relatively dynamic – with people moving in and out of the area. Approximately 8,600 moved into the ward in the 2011 Census year for example, and jobs turned over at an estimated rate of approximately 12,650-16,900 jobs per year in 2019.

6.4.8 This high level of dynamism could be linked to the strength of the tourist sector (11.5% of jobs across the rest of East Suffolk) and agricultural sector – both of which rely on a seasonal and migratory workforce.

6.4.9 There are approximately 84,000 jobs based in the rest of East Suffolk, with this number having grown over the last 5 years (5.1%). Latest data on claimant count rates shows approximately 2.4% of working-age residents across the rest of East Suffolk (3,210 people) are unemployed and claiming benefits.

¹⁵ The data below is extrapolated from the baseline assessment set out in the Socio-economic chapter of the ES (Volume 2 Chapter 9) and is based on a number of sources including ONS 2011 Census data, ONS Mid Year Population Estimates, and the Business Register and Employment Survey. A full list of sources and references is included in Volume 2 Chapter 9 of the ES.

- 6.4.10 There are approximately 16,200 bedspaces for tourists in the rest of East Suffolk – over half of these (9,150) are in holiday parks. There are approximately 2,000 bedspaces in hotels, 2,400 in self-catering accommodation, and 2,700 in caravans and campsites. There are 35,700 residential bedspaces in the private rented sector, and 51,400 in the owner-occupied sector. In total there are an estimated 40,700 unoccupied (vacant) bedrooms in the rest of East Suffolk.
- 6.4.11 The Government's Indices of Multiple Deprivation (IMD) measures relative levels of deprivation across England. It shows there are areas in the urban areas of the rest of East Suffolk that are among the 10% and 20% most deprived in England. East Suffolk as a whole is ranked the 143rd most deprived of 317 Local Authorities in England.
- 6.4.12 Suffolk's Hidden Needs Report identifies pockets of high levels of deprivation and disadvantage across Suffolk that is not reflected in national statistics, including poor access to broadband, income deprivation, and low levels of qualifications.

c) Community facilities

- 6.4.13 There are 58 primary schools across the rest of East Suffolk with 14,202 places, 12,597 of which are filled, and 11 secondary schools with 9,606 places, 8,780 of which are filled.
- 6.4.14 **Chapter 28 of Volume 2 of the ES (Health and Wellbeing)** sets out that there are 26 GP surgeries across East Suffolk district (including across the wards of Leiston, Yoxford, Saxmundham, Aldeburgh and Snape).
- 6.4.15 There are also 12 opticians, 26 pharmacies and 18 dentists in the rest of East Suffolk and community facilities including 10 libraries, at least 94 community halls, and a wide range of facilities used for sport and leisure including sports pitches and courts, leisure centres, and recreation grounds.

6.5 Consultation

- 6.5.1 From 2008, there has been a thorough consultation process to engage local people, and other stakeholders in the process of planning the power station and associated development.
- 6.5.2 The formal consultation process has been spread across four stages, with the first formal stage of consultation running from November 2012 to February 2013; Stage 2 between November 2016 and February 2017; Stage 3 consultation between January 2019 and March 2019; and Stage 4 from July to September 2019.

- 6.5.3 Between formal stages of public consultation the team based at the Sizewell C Information Office in Leiston has met many individuals and organisations to discuss the Sizewell C Project. The team preparing the Environmental Impact Assessment and associated strategies has also held meetings of relevance to this Community Impact Report including with service providers (emergency services; healthcare and public health; skills, education and supply chain; social services and housing).
- 6.5.4 Consultation feedback from stakeholders and communities has influenced the choice of site options and scheme layout, the design of the development, proposed mitigation measures, and the approach to community consultation throughout the evolution of the Sizewell C Project.
- 6.5.5 Consultation responses were made by a number of organisations and individuals across East Suffolk, including: Suffolk Coastal District Council, Waveney District Council, East Suffolk Council, Suffolk County Council, the New Anglia Local Enterprise Partnership (NALEP), Woodbridge Town Council, the Parish Councils of Campsea Ashe, Bawdsey, Blaxhall, Blythburgh, Boyton, Brandeston, Bredfield, Brightwell, Foxhall and Purdis Farm, Bromeswell, Bruisyard, Buckelsham, Butley, Wantisden and Capel St Andrew, Trimley, Tunstall, Ubbeston, Ufford, Walberswick, Waldringfield, Wenhaston with Mells, Westerfield, Westhall, and Wickham Market, NHS Ipswich and Suffolk Clinical Commissioning Group, NHS Suffolk, Suffolk Constabulary, Suffolk Fire and Rescue Service, the Office of the Suffolk Police and Crime Commissioner, Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) Partnership, and the Suffolk Coast DMO.
- 6.5.6 Issues raised included:
- The effect on roads, transport services, footpaths, access and recreational routes.
 - The effect on community facilities, services, and accommodation and housing locally, including potential for additional demand from workers.
 - Education, training, employment and supply chain opportunities and wider impacts on the local economy including local businesses.
 - Effects on local residents, including visual impacts, noise, vibration, air quality, community safety and health impacts.
 - Effects on tourism.

6.5.7 A full summary of responses to all stages of the consultation and how the Sizewell C Project design and mitigation has evolved in response is set out in the **Consultation Report** (Doc Ref. 5.1).

6.6 How the rest of East Suffolk might be affected by the Sizewell C Project

a) Overview

6.6.1 The section is organised to set out the significant effects of the Sizewell C Project in the rest of East Suffolk. Effects are set out under the following topic areas:

- People, jobs and homes – Sections b-e.
- Transport – Section f.
- Health and Wellbeing – Section g.
- Amenity and Recreation – Section h.
- Landscape and Visual – Section i.
- Noise and Vibration – Section j.
- Air Quality – Section k.
- Equality – Section l.
- Cumulative and Inter-relationship effects – Section m.

6.6.2 A summary of all significant effects in the rest of East Suffolk, after mitigation is taken into account (known as residual effects), is set out in **Section 6.7** of this report.

b) People, jobs and homes – economic effects

i. Overview

6.6.3 Over an estimated construction period of 9-12 years, and operating lifetime of around 60 years, the Sizewell C Project will provide: jobs; supply chain opportunities that could support development and growth of local firms;

skills development opportunities; spending effects that will benefit the wider economy; and productivity benefits.

6.6.4 SZC Co. has worked with the local authorities, the New Anglia Local Enterprise Partnership (NALEP), the Suffolk Chamber of Commerce and other stakeholders to design measures to maximise the economic benefits of the Sizewell C Project. Many measures draw on lessons learnt from the construction of Sizewell B and Hinkley Point C.

ii. **Jobs, skills and education effects – construction phase**

6.6.5 The number of workers needed to construct the Sizewell C Project would vary over the construction period. At the peak of construction (approximately year 7 of construction) up to 7,900 workers, plus 600 associated development staff would be needed.

6.6.6 Up to 2,410 workers would be recruited from existing local residents (living within 90 minutes of the main development site). Some of these would be expected to be existing residents in the rest of East Suffolk. Some would have been unemployed before working on the Sizewell C Project.

6.6.7 These job opportunities and effects on levels of unemployment, economic inactivity and productivity would be a **significant beneficial effect** for the local area (within 90 minutes of the main development site).

6.6.8 Employment, skills and education benefits would be supported by the following Sizewell C Project mitigation and enhancement measures:

- An **Employment, Skills and Education Strategy** (Doc Ref. 8.9) setting out measures intended to leave a long-term legacy locally – including: implementing a **Sizewell C Jobs Service** and partnership working with existing employment schemes in the region to support recruitment of local people. This will include focusing on ‘hard to reach’ individuals, those without a job or with spare capacity for work. It would also help to minimise instances where the Sizewell C Project may result in roles in existing firms becoming harder to fill.
- Skills initiatives accessible to local people and complementary businesses in the local supply chain, including in the rest of East Suffolk. A flexible **asset skills enhancement and capability (ASEC) fund** for example would support colleges and skills providers to build on existing assets and help deliver the skills needed for the Sizewell C Project. Funding for a **Regional Skills Coordinator** post would provide an interface between the Sizewell C Project and skills providers to plan for and coordinate skills training requirements.

- Ongoing **education interventions** including measures that bridge the gap between school and employment on the Sizewell C Project. Sizewell B already has an established and successful programme working with local schools to promote careers in the energy sector, and raise aspirations generally – SZC Co.'s strategy will enhance this activity.
- Resources on education will be particularly focused in areas of higher social deprivation and lower social mobility. The **Young Sizewell C** programme will aim to build awareness of the employment opportunities associated with the Sizewell C Project among young people. The Sizewell C Project will also create a **Bursary Scheme** to support the creation of alternative pathways into work on the Sizewell C Project for those that have not reached the required entry level.

iii. Jobs, skills and education – operational phase

6.6.9 When the power station is operational, there would be around 900 people working there. During outages this would increase by a temporary workforce of approximately 1,000 (around every 18 months per unit, for approximately two months). It is estimated that around 370 permanent operational jobs would be taken by existing residents living within 25 miles of the main development site.

6.6.10 It is not possible to estimate how many jobs would be taken by existing residents in the rest of East Suffolk specifically – but overall the jobs created locally would be a **significant beneficial effect** of the Sizewell C Project over its 60-year operational phase.

iv. Business supply chain opportunities – construction and operational phases

6.6.11 The estimated value of the construction of the Sizewell C Project is £20 billion. This includes the cost of the necessary goods, services and materials, and wages for construction workers.

6.6.12 At Hinkley Point C, £1.55 billion of contracts had been committed with local / regional companies by the end of 2018, with £981 million already spent. It is anticipated that Sizewell C could deliver similar levels of local and regional spend in the East of England region.

6.6.13 The business, supply chain and spending benefits would be supported by the following mitigation measures:

- **Sizewell C Supply Chain Team and Supply Chain Portal** – a partnership between SZC Co. and Suffolk Chamber of Commerce is engaging with local businesses and will continue to do so to support them to win contracts for the supply of goods and services to deliver the Sizewell C Project.
- **Local supply chain monitoring** – SZC Co. would monitor the award of contracts on the Sizewell C Project and report on local / regional spend.
- The local supply chain and related industries would be expected to benefit further from the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) which would raise skills and education levels across the local workforce and provide legacy skills benefits locally.

6.6.14 When construction is complete and the power station is operational, there will be opportunities for local businesses to gain contracts to support the operation of the power station, providing long-term economic benefits over its 60 year lifetime.

6.6.15 The benefits for the supply chain and procurement of goods would be a **significant beneficial effect** for the regional economy during both construction and operational phases. Although not possible to quantify the effect at a local ward level, a proportion of this spending and opportunities for skills development could benefit local businesses in the rest of East Suffolk.

v. **Wages and spending effects – construction and operational phases**

6.6.16 The boost to local spending on food and accommodation specifically over the duration of the construction phase of the Sizewell C Project is estimated to be just under £1.1bn (an average of £91 million per year over 12 years). This would be a **significant beneficial effect** locally and regionally. A proportion of this spending would be expected to benefit services and accommodation providers in the rest of East Suffolk.

6.6.17 Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs. It is not possible to quantify this effect at the district level, but overall it would be a **significant beneficial effect** locally.

vi. Effects of transport on businesses – construction and operational phases

6.6.18 The package of road safety improvements put forward in the **Transport Assessment** (Doc Ref. 8.5) would not only benefit the proposed Sizewell C Project, but would also provide a lasting legacy to residents of the surrounding towns and villages. No significant additional delays to traffic on routes that would affect the movement of people, or the delivery of goods are expected to arise as a result of the Sizewell C Project.

6.6.19 SZC Co. notes that in some instances, due to changes to the road network associated with the scheme, businesses may perceive a loss of passing trade, or severance which they may consider affects their business models. SZC Co. has carefully considered each of the elements of physical mitigation associated with changes to the transport network to create an overall network that limits significant effects on travel.

vii. Effects on tourism and visitors – construction phase only

6.6.20 **Volume 2, Chapter 9** (Socio-economics) of the **ES** sets out a detailed assessment of the potential impacts on tourism, including the results of a tourism survey commissioned by SZC Co. and undertaken by Ipsos MORI to understand the potential effects of the Sizewell C Project.

6.6.21 The assessment draws on the tourism survey; engagement with stakeholders (including the councils, NALEP, Suffolk Coast Destination Management Organisation (DMO), Visit East of England, RSPB Minsmere and National Trust Dunwich Heath); as well as previous experience of Sizewell B's construction, and current experience at Hinkley Point C which shows that there has been little change to tourism as a result of these projects. At Hinkley Point C, a well-managed and effective Tourism Fund has been used to promote the area which is likely to have helped. SZC Co. intends to create a similar fund for the Suffolk coast. The Tourism Fund - secured via the Section 106 Agreement (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref 8.4)) - will promote the area to reduce the risk of changes in visitor behaviour related to the Sizewell C Project's construction phase. There is therefore expected to be no residual significant effect on tourism including in the rest of East Suffolk.

c) People, jobs and homes – accommodation

i. Overview

6.6.22 Some construction workers for the Sizewell C Project will be existing residents recruited from the local area, while a number are expected to

move to the area temporarily (referred to as ‘non-home based workers’) – and will need somewhere to live.

6.6.23 At the peak of the construction it is estimated around 716 non-home-based construction workers would be living in existing housing in the rest of East Suffolk.

6.6.24 Some workers would be expected to buy homes in the rest of East Suffolk to live in (268 workers at peak construction), 393 are expected to privately rent in the rest of East Suffolk, and 55 are likely to choose to stay in tourist accommodation.

6.6.25 The following mitigation measures have been designed to ensure no significant effects on the accommodation market, including in the rest of East Suffolk. There are therefore expected to be no significant residual effects on existing accommodation locally:

- A **temporary accommodation campus** would provide up to 2,400 bedspaces, and a **temporary caravan park** would provide hard-standing and facilities suitable for up to 400 caravans (estimated 600 bedspaces) for workers – reducing demand on the existing accommodation market.
- **Housing Fund** – funds would be available to assist East Suffolk Council to deliver additional accommodation, improve existing housing stock and support the effective and resilient operation of the local accommodation market, including providing housing services to local residents who need access. It would also provide funds to support tourist accommodation providers to improve, reconfigure or add stock to the area.
- An **Accommodation Management System**, explained in detail in the **Accommodation Strategy** (Doc Ref. 8.10) would help manage the distribution of workers. SZC Co. would work with partners to develop plans to allow local landlords, tourism businesses and residents to register accommodation available for workers and enable SZC Co. and its contractors to signpost workers towards this accommodation. It would:
 - Collect information from workers, contractors and local accommodation providers.
 - Provide information to workers, contractors and accommodation providers, including helping providers understand opportunities to support the Sizewell C Project’s workforce.

- Deliver ‘one-stop-shop’ information open events for accommodation providers to brief them on the likely scale of demand from workers and required accommodation safety and quality standards, and to answer any queries from providers.
 - **Workforce surveys and monitoring** – will be carried out and data reported at regular intervals throughout the construction to monitor where workers are living and the type of accommodation they are using. This would be used to check the effectiveness of mitigation applied and allow a responsive approach to direct further funds towards specific measures or locations if needed.
- d) **People, jobs and homes – community cohesion, safety and services – construction phase only**
- i. **Overview**

6.6.26 In total up to 716 non-home-based construction workers are forecast to be resident in the rest of East Suffolk at the peak of construction. A small proportion (around 13%) of workers may bring families with them. Around 165 workers’ children aged 0-16 would be expected to live in the rest of East Suffolk at the peak of construction. This change in population would not be significant in the rest of East Suffolk.

6.6.27 **Chapter 9 of Volume 2 of the ES** considers the effect of the temporary additional population on the following community services:

- Pre-school, primary and secondary schools.
- Social services and associated community safety effects.
- Libraries, arts, cultural and other county-level services.
- Sports and leisure facilities.
- Regulatory and environmental services – for example waste collection.
- Policing and associated community safety effects.
- Fire and rescue services and associated community safety effects.
- Health services (including GP practices and ambulance).

6.6.28 SZC Co. has worked with the councils and other public and emergency service providers to consider these potential effects on the community, and to design appropriate measures to ensure there are no significant adverse effects including in terms of community cohesion, safety, and access to community services and facilities.

6.6.29 Taking into account the mitigation measures below, the Sizewell C Project would be expected to have negligible effects on community cohesion, safety and on community services – excluding sports provision. The new permanent sports facilities including a full-size 3G pitch and two multi-use games areas (MUGAs) located at Alde Valley School in Leiston would provide a **significant beneficial effect** on sports provision locally.

ii. **Mitigation measures – community cohesion, safety and community services**

6.6.30 The following mitigation measures are proposed to minimise the potential for adverse effects associated with the temporary increase in population. Some of these would bring long-term legacy effects:

- **Leiston sports facilities** – new sports and leisure facilities would be provided in Leiston as part of the Sizewell C Project. There would be a gym and recreational facilities at the campus site (temporary), and new permanent facilities including a full-size 3G pitch and multi-use games areas (MUGAs) at Alde Valley School. The new permanent facilities would be available for shared use by the school and the local community during construction, and would remain as a legacy post-construction.
- SZC Co. would ensure the **active management of its accommodation** (campus and caravan park). This would include enforcement of expected standards of behaviour from workers, provision of 24/7 security, liaison with emergency services and complaints procedures for local residents.
- Signature of a **Worker Code of Conduct** setting out the high standards of behaviour expected for the workforce, both on-site and when in the community, will be a condition of employment for every worker on the Sizewell C Project. Expectations will be reinforced by ongoing training and breaching of the Worker Code of Conduct may mean dismissal from the Sizewell C Project.
- Pre-employment and ongoing **drug and alcohol testing** and **security vetting** would be implemented for workers on the Sizewell C Project.

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- A **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) identifies roles and responsibilities, measures (including financial contributions to police, fire and rescue and ambulance services) and monitoring that will be secured through a Section 106 Agreement relating to community safety and emergency services, and sets out how SZC Co., the councils and emergency services will work together to identify and manage effects.
- A number of strategies, including the **Employment, Skills and Education Strategy** (Doc Ref. 8.9), the **Accommodation Strategy** (Doc Ref. 8.10), **Code of Construction Practice (CoCP)** (Doc Ref. 8.11), and worker 'Welcome Packs' will include measures to support and/or protect vulnerable people and groups and minimise adverse effects on the community and community services – for example the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) includes measures specifically targeting the recruitment of local young people who are not currently in education or training. By supporting those most in need this would in turn be expected to reduce demand on community services locally.
- A **Public Services Contingency Fund** (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)) will be capable of providing resilience and responding to significant effects on public services, should they arise – based on risks identified by, for example, adult and children's services and education services.
- Waste collection will be managed via the Sizewell C Conventional **Waste Management Strategy**, provided in **Appendix 8A of Volume 2** of the **ES**, which will include an agreement between SZC Co. and a commercial waste contractor to collect waste from the accommodation campus and caravan facilities.
- A **Community Fund** (see **draft Section 106 Heads of Terms**) – would offer financial contributions to help mitigate adverse effects on the economic, social or environmental well-being of communities potentially affected by the Sizewell C Project, including their quality of life. This may include a programme of small grants to charities, voluntary groups, social enterprises, and strategic grants – for example investment in local facilities or services. The Community Fund will recognise that communities closer to the main development site, such as Leiston, are likely to experience more and greater effects

across a wider range of social, economic and environmental areas which could affect their quality of life.

- **On-going working groups**, including a **Sizewell C Health Working Group** and a **Community Safety Working Group**, with stakeholders would ensure mitigation can be allocated effectively to avoid or reduce potential effects on public services.

e) **People, jobs and homes – summary of significant residual effects**

6.6.31 A summary of significant effects on people, jobs and homes is set out in **Table 6.1**. Significant residual effects are those that remain once mitigation measures are taken into account.

Table 6.1: Significant residual effects on people, jobs and homes in the rest of East Suffolk

Effect	Phase of Development	Type of Effect
Job opportunities to support the construction, and effects on levels of unemployment, economic inactivity and productivity	Construction phase	Significant beneficial
Job opportunities at the power station over its 60-year operational phase	Operational phase	Significant beneficial
Supply chain opportunities for local businesses including procurement of goods and services	Construction and operational phases	Significant beneficial
Boost to local spending including on food and accommodation during the construction phase	Construction phase	Significant beneficial
Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs	Operational phase	Significant beneficial
The new 3G pitch and MUGAs located at Alde Valley School would provide a significant beneficial effect on sports	Construction and operational phase	Significant beneficial

Effect	Phase of Development	Type of Effect
provision locally		

f) Transport

i. Overview

6.6.32 The construction phase of the Sizewell C Project will require the transport of people and materials to and from the main and associated development sites.

6.6.33 Taking into account the mitigation measures below and detailed further in **Volume 2, Chapter 10** of the **ES** (Transport), no significant transport effects are expected in the rest of East Suffolk.

6.6.34 SZC Co. has developed a transport strategy that aims to:

- Minimise the volume of traffic generated by the Sizewell C Project.
- Maximise traffic safety.
- Minimise adverse impacts on existing communities and visitors to the area.
- Ensure the resilience of the transport network in the event of a traffic incident.
- Provide long-term transport legacy benefits for the area.

6.6.35 The Sizewell C Project’s transport strategy includes a number of mitigation measures to achieve these objectives:

- Provision of a worker **accommodation campus and caravan park** within the main development site – reducing the need for workers to use the existing transport network to travel to work.
- **Two park and ride facilities** – in Darsham (northern) and Wickham Market (southern) – to reduce volume of trips by car to the main development site.
- **Direct bus services** will also operate from key locations to the main development site, to reduce the volume of trips made by car.

NOT PROTECTIVELY MARKED

- **Management of car parking** – at peak a maximum of 12% of the workforce will be permitted to park at the main development site – limiting the impact on the local network.
- **Improved walking and cycling routes** to the main development site.
- A **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) has been developed, and all employees will be required to sign it on joining the Sizewell C Project. It would be managed by a full time Transport Co-ordinator, including ensuring mode share targets are complied with.
- A number of **highway improvements** are proposed to respond to potential network capacity or safety issues, such as the two village bypass.
- The construction methodology has been designed to minimise the requirement to move materials off site as far as practicable.
- Bulk materials would be transported to and from the site by sea or by rail where practical, avoiding use of the highways network. A **beach landing facility (BLF)** would allow the delivery of abnormal indivisible loads (AILs) by sea, and a **green rail route** (temporary rail extension off the existing Saxmundham to Leiston branch line) would allow the delivery of freight to the site by rail.
- Where HGVs are required, defined HGV routes will be used that minimise local impacts. Residual freight would be managed through proposed delivery management system (including limiting numbers of HGV movements per day), freight management facility in Seven Hills to allow a controlled pattern of deliveries, and a **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7).

6.6.36 In addition to the project-wide mitigation above, the following additional secondary mitigation would be implemented in Wickham Market:

- Financial contributions for Wickham Market to provide **pedestrian, cycle and public realm improvements** (see **draft Section 106 Heads of Terms**) with the aim of directing traffic to use the A12 rather than less suitable routes such as the B1078 through Wickham Market.

6.6.37 When the construction is complete there will be no remaining requirement for the large scale movement of goods and workers across the network.

The park and ride facilities, freight management facility, accommodation campus and caravan park, and green rail route would all be removed. The BLF would remain to allow the delivery of AILs by sea during the operation of the power station, and a number of the highways improvements would provide long-term legacy benefits to the road network.

6.6.38 A key focus of the transport strategy has been developing proposals with placemaking in mind and that seek to offer a positive contribution towards quality of life. Roads are an important part of Suffolk's transport infrastructure for local residents, businesses and the tourist industry. Minimising congestion and maximising the resilience of the highway network is a fundamental part of the transport strategy: minimising emissions and the visual impact of traffic, and maximising safety.

6.6.39 **Volume 2, Chapter 10** of the **ES** (Transport) sets out an assessment of the transport effects of the Sizewell C Project during the early years, at peak construction, and once the power station is complete and operational. The scope of the assessment considers:

- Severance – the perceived division of a community by a major traffic artery.
- Pedestrian delay – where the volume, composition and/or speed of traffic affect the ability of pedestrians to cross roads.
- Pedestrian amenity – the pleasantness of a journey for pedestrians.
- Driver delay – to journey time.
- Accidents and safety – including perceptions of safety.

6.6.40 A full description of the methodology used to assess transport effects is set out in **Volume 2, Chapter 10** of the **ES**.

g) [Health and wellbeing](#)

i. [Overview](#)

6.6.41 The construction and operation of the Sizewell C Project has the potential to influence health and wellbeing both adversely and beneficially through a number of environmental, social and economic pathways.

6.6.42 **Chapter 28** of **Volume 2** of the **ES** explores relevant health pathways associated with the Sizewell C Project and assesses the distribution,

magnitude and significance of impacts on local communities. This section summarises the findings of the assessment relevant to the rest of East Suffolk.

ii. Mitigation measures to minimise effects on health and wellbeing

6.6.43 A number of the Sizewell C Project mitigation measures detailed in the socio-economics, transport, air quality, noise and vibration and radiological chapters are inherently in place to manage potential hazards at a point that precludes and manages public health impacts.

6.6.44 These include measures that reduce or mitigate adverse effects on air quality, noise and vibration, transport, landscape and visual effects, socio-economic effects, and amenity and recreation during the construction phase. A number of these measures are set out in the **Code of Construction Practice (CoCP)** (Doc Ref. 8.11). For example, measures to minimise off-site noise generation and community exposure are set out, reducing hazard source and exposure to potential health risk.

6.6.45 As detailed in **Appendix 28A** of **Volume 2** of the **ES** an on-site occupational health service for construction workers, including a pharmacy and an out of hours service will operate 24/7 during the construction phase. Provision will include a range of health protection and promotion initiatives, and campaigns to promote good health and healthy lifestyles among workers. It would also promote safety in the workforce with a focus on preventing ill health. As demonstrated at Hinkley Point C, this has proven to be effective in significantly reducing demand on existing local services arising as result of the temporary growth in population associated with the construction workforce.

6.6.46 Measures undertaken by the occupational health service to support health and wellbeing on the Sizewell C Project, thereby reducing potential demand on local healthcare facilities, will include:

- All construction workers will go through a pre-employment health screening process to determine their fitness for work. Certain groups will undergo periodic reassessment to ensure they meet legal standards to undertake their job.
- A health surveillance programme will cover three core areas: hand-arm-vibration syndrome; noise; and Control of Substances Hazardous to Health (COSHH) – routinely this includes respiratory health and skin health surveillance. It will maintain health records which will be reported to a Sizewell Health Working Group (SHWG) to measure

effectiveness of provision (e.g. GP, hospital referrals and ambulance call out).

- A drugs and alcohol policy will be enforced which will include testing pre-placement on-site, for cause / reasonable suspicion and random testing.
- The occupational health service will treat and advise any workers who have accidents or are taken ill at work. It will have an emergency response vehicle to facilitate rapid response.

6.6.47 Additional mitigation measures proposed by the Sizewell C Project to support health and wellbeing in the local community and minimise adverse effects include the following (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)):

- A **healthcare planning contribution** would be provided to address any minor residual effect from the expected rise in demand for GP services arising from the entire construction workforce.
- A **Community Fund** would fund schemes, measures and projects which promote the economic, social or environmental well-being of the communities affected by the development, enhancing their quality of life. The Community Fund would recognise that some communities closer to the main development site are likely to experience more and greater effects across a wider range of social, economic and environmental areas.
- The **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) sets out measures that would mitigate any potential adverse effects on ambulance services arising from the temporary increase in population during the construction phase.
- **Monitoring and governance arrangements** will be provided and thresholds set at levels that preclude health impacts. The occupational health care provision will be monitored, as will referral rates to test effectiveness, and iteratively refine and enhance the service where required. The Sizewell Health Working Group (SHWG) will manage engagement on health and wellbeing throughout the construction period, and facilitate collaboration and coordination on health initiatives.

iii. Significant effects on health and wellbeing in the rest of East Suffolk

6.6.48 The following health and wellbeing effects are assessed in **Chapter 28** of **Volume 2** of the **ES** in terms of construction of the proposed development:

- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;
- potential health and wellbeing effects associated with the introduction of a temporary non-home-based construction workforce (including social impacts and on healthcare capacity) including net additional dependants;
- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

6.6.49 In terms of the operation of the Sizewell C Project:

- potential health and wellbeing effects from changes in radiological exposure;
- potential health and wellbeing effects from changes in electromagnetic field exposure;
- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;

- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

6.6.50 Taking into account the mitigation measures set out above, the only significant health and wellbeing effects in **Table 6.2** would be expected to be moderate residual beneficial health and wellbeing effects, including for communities in the rest of East Suffolk.

Table 6.2: Significant residual health and wellbeing effects in the rest of East Suffolk

Health Effect	Phase	Type of Effect (Residual)
Socio-economic health benefits – employment and income effects (key determinants of health influencing social, mental and physical health)	Construction	Significant beneficial
Socio-economic health benefits – employment and income effects (key determinants of health influencing social, mental and physical health)	Operation	Significant beneficial
East Suffolk line night-time ground borne noise between Westerfield junction to Saxmundham junction	Construction	Significant adverse

h) **Amenity and recreation**

i. **Overview**

6.6.51 The construction and operation of the Sizewell C Project would impact some Public Rights of Way (PRoW) (including Public Footpaths, Bridleways, Restricted Byways, and Byway open to All Traffic), permissive footpaths (also referred to as permissive paths), long distance walking routes, cycle routes and publicly accessible open spaces including open access land, common land and the beach (collectively ‘recreational routes’). Some impacts could potentially have an effect on the amenity and recreation value experienced by users.

ii. Amenity and recreation effects in the rest of East Suffolk

6.6.52 The **ES** (Doc Ref. Book 6) assesses amenity and recreation effects as a result of the Sizewell C Project, including in the rest of East Suffolk. It concludes that no significant amenity and recreation effects are expected on users of recreational routes in the rest of East Suffolk.

6.6.53 A full assessment of the likely amenity and recreation effects of the Sizewell C Project is set out in **Chapter 2** of **Volume 15** of the **ES** and **Chapter 8** of **Volumes 3-9** of the **ES**.

i) Landscape and visual

i. Overview

6.6.54 The Sizewell C Project would have landscape and visual effects during its construction and when it is operational. The scale of the effect has been assessed based on the ability of existing landscapes to accommodate change, the value of existing landscapes to society, the scale and duration of the change expected and the proximity to those who would be affected.

6.6.55 The Sizewell C Project has been carefully planned as part of an iterative process and in discussion with stakeholders to define measures to mitigate landscape and visual effects. During construction the Sizewell C Project aims to reduce as much as reasonably practicable the extent of physical disturbance to the landscape and the visual prominence of construction works including buildings, structures, compounds, storage areas and stockpiles, through measures such as:

- Avoiding construction activity and major works in visually sensitive locations.
- Protecting existing woodland, forested areas, belts of vegetation and hedgerows wherever practicable, which would provide natural visual screening. Planting will take place to provide additional screening.
- Minimising effects on residential properties.
- Introducing new lighting only where required on safety grounds and utilising best practice approaches to minimise light spill where lighting is required.

ii. Landscape and visual effects in the rest of East Suffolk – significant residual effects

6.6.56 The landscape and visual effects in **Table 6.3** would be significant effects in the rest of East Suffolk over the construction and/or operation of the Sizewell C Project. Effects would be associated with the freight management facility only, as no significant residual landscape or visual effects are anticipated as a result of the southern park and ride (at Wickham Market).

Table 6.3: Landscape and visual effects in the rest of East Suffolk – significant residual effects

Area	Phase	Description of Effect and Mitigation	Residual Effect
Users of PRow (Bridleways E/365/004/0, E/365/005/0, E-365/006/0, E-365/010/0, E-365/021/0 and Footpath E/365/024/0), Registered Common Land/open access land and residents of Keepers Cottages to the east of the site: This group of receptors includes users of the rights of way network between the site and Mill Plantation to the south east	Construction and removal and reinstatement phases – freight management facility	During construction, effects would range from large scale adverse immediately adjacent to the site boundary, to medium scale adverse adjacent to Mill Plantation where there would still be some visibility of construction activity through the site boundary vegetation, but at a slight distance.	Significant adverse

j) Noise and vibration

i. Overview

6.6.57 A full assessment of the noise effects of the Sizewell C Project is set out in the **ES**, provided in **Chapter 11** of **Volume 2** and **Chapter 4** of **Volumes 3-9**. This section of the Community Impact Report sets out the significant residual noise effects that are expected to affect people and communities in the rest of East Suffolk.

6.6.58 Potential sources of noise associated with the Sizewell C Project include:

- Construction noise – work on the main development site may result in both day-time (07:00-23:00 hours) and night-time (23:00-07:00 hours) noise whereas associated development sites would only generate construction noise during the day (Monday to Saturday 07:00-19:00 hours);

- Noise from increased volumes of traffic during the construction phase;
- Noise from increased rail movements at night; and
- Operational noise – once the Sizewell C power station is operational, including noise from the power station itself; back-up generators during testing periods post-outage, and the CHP.

6.6.59 Standards for acceptable noise levels are set out in national planning policies including the National Planning Policy Framework, National Planning Practice Guidance and in the Noise Policy Statement for England (NPSE) 2010.

6.6.60 As set out below, the significant residual noise and vibration effects in the rest of East Suffolk are related to rail noise at night.

6.6.61 The following mitigation measures have been designed to minimise the noise impacts of the Sizewell C Project:

- **Noise barriers** have been designed (landscape bunds and/or acoustic screens) in order to reduce the spread of construction noise close to sensitive areas.
- The **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) sets out the Sizewell C Project's best practice approach to construction noise including: using quiet plant and techniques, switching off equipment when not required, using reversing alarms that minimise impacts off site, and provision of training and instruction to workers to use methods that minimise off-site noise.
- The **Construction Worker Travel Plan** (Doc Ref. 8.8) and **Construction Traffic Management Plan** (Doc Ref. 8.7) would reduce and manage traffic impacts and associated noise.
- The **Noise Mitigation Scheme** – will provide mitigation to those properties where it is deemed, through the EIA noise assessments, that the proposals have created a significant adverse impact. This may be through the physical installation of double glazing, or the offering to pay for temporary rehousing where short term construction activity is forecast to be particularly noisy for those living very close to the works.

- The **Property Price Support Scheme** – will provide financial compensation for homeowners (within defined areas close to the development) who make the decision to sell their property where the sale price of the property has been negatively impacted by the Sizewell C Project.
 - The **Rail Noise Mitigation Strategy** – which SZC Co. will develop in consultation with Network Rail and the rail freight operator, informed by the further detailed assessments, to establish a package of measures to be implemented to mitigate noise impacts on the Saxmundham to Leiston branch line and the East Suffolk line.
- ii. Noise and vibration effects in the rest of East Suffolk – significant residual effects

6.6.62 Expected significant residual (once mitigation has been taken into account) noise and vibration effects in the rest of East Suffolk are set out in **Table 6.4**. Effects are associated with rail noise on the East Suffolk line at night.

Table 6.4: Noise and vibration effects in the rest of East Suffolk – significant residual effects

Noise Sensitive Area	Phase	Description of Residual Effect	Significant Residual Effect
Some properties close to the rail line between Westerfield junction to Saxmundham junction. Some properties where a 10mph night-time speed limit is proposed (in Woodbridge, Melton, Campsea Ashe and Saxmundham), all receptors up to 14 metres from the operational tracks, and where a 20mph night-time speed limit is proposed, all receptors up to 20 metres from the operational tracks	East Suffolk line – construction phase (of the Main Development Site)	East Suffolk line night-time groundborne noise between Westerfield junction to Saxmundham junction.	Significant adverse

k) Air quality

i. Overview

6.6.63 The Sizewell C Project would generate emissions that could affect air quality, during its construction and operational phases, including:

- Construction related dust and construction vehicle (non-road mobile machinery) emissions.

- Traffic emissions (rail and /or road) during construction and operation of Sizewell C.
- ii. [Air quality effects in the rest of East Suffolk – significant residual effects](#)

6.6.64 A full assessment of the air quality effects of the Sizewell C Project is set out in the **Environmental Statement, Volumes 2-9**. No significant residual effects on air quality would be expected to be experienced by communities in the rest of East Suffolk.

- iii. [Mitigation measures to minimise effects on air quality](#)

6.6.65 The following mitigation measures have been designed into the Sizewell C Project to minimise emissions that could affect air quality:

- Use of two park and ride facilities, and worker accommodation campus and caravan park, reduced car parking provision and public rights of way improvements – minimising construction worker traffic and trips by car related to the Sizewell C Project.
- Use of off-site freight management facility to reduced on-site queuing and engine idling.
- Use of beach landing facility and rail, including green rail route to minimise AILs and freight movements by road.
- Construction site designed, maintained and operated to minimise construction vehicle emissions and dust emissions on sensitive uses such as homes.
- A **Construction Worker Travel Plan** (Doc Ref. 8.8) and a **Construction Traffic Management Plan** (Doc Ref. 8.7) to reduce and manage the effects of traffic associated with the Sizewell C Project.
- The **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) sets out general measures that would control the dust associated with construction, and the emissions generated by contractor vehicles and mobile machinery. The **CoCP** includes measures such as:
 - Site layout will be planned so the site access and significant dust generating activities will be located as far as possible from the site boundary and sensitive receptors.

- Best practice measures will be implemented to minimise dust and emissions including for example, the use of modular (pre-fabricated buildings), use of water suppression systems and application of industry best practice when handling ballast and aggregate, use and maintenance of wheel wash facilities, and provision of sheeting on vehicles carrying aggregate.

I) Equality

i. Overview

6.6.66 The Equality Act 2010 gave public bodies a duty to consider effects on equality and sets out nine protected characteristics.

- Age.
- Disability.
- Gender reassignment.
- Marriage and civil partnership.
- Pregnancy and maternity.
- Race.
- Religion or belief.
- Sex.
- Sexual Orientation.

6.6.67 SZC Co. has prepared an **Equality Statement** (Doc Ref. 5.14) alongside the development consent application, to inform consideration of equality. The nature of equality – depending on complex personal circumstances – means that it is not possible to precisely quantify all possible effects. But it is possible to highlight aspects of the scheme that may affect people differently.

6.6.68 This information will be used to inform how mitigation such as the **Community Fund** (see **draft Section 106 Heads of Terms**) is implemented in practice.

6.6.69 Most of the potential equality effects identified are project-wide rather than specific to one area, and are generally limited to the construction phase of the power station:

- The nearest wards and wider district all have a high proportion of older residents, and so in general the Sizewell C Project is more likely to affect older people.
- People with some protected characteristics (including older people, or those with disabilities) may, on average, be more likely to spend time at home, and are therefore more likely to be affected by any noise or other intrusion. The proposals include a package of measures to mitigate the effect of noise.
- People with protected characteristics that may affect their mobility (including people who are older, disabled, or pregnant), would be likely to be more affected if traffic makes roads harder to cross. The project includes mitigation such as bypasses, and the **Transport Assessment** (Doc Ref. 8.5) considers any potential pedestrian severance and mitigation where needed.
- Any aspects of the Sizewell C Project (such as noise or traffic) that may affect community facilities, may be felt more by people with particular characteristics – including school children, care home residents, or congregations at places of worship. The effects on specific locations are considered within the overall mitigation of the scheme.
- The benefit of new employment opportunities in construction can be felt less by people with protected characteristics that are underrepresented in that sector, including women. SZC Co. is committed to inclusive employment and will encourage applications from all groups, with targeted initiatives to encourage more women (including girls and young women still in education) to consider careers in new nuclear.
- Additional demand for community facilities and public services from construction workers could disproportionately affect existing users of those services, some of whom will have protected characteristics. Mitigation for the scheme includes a dedicated occupational health centre for workers, as well as enhanced sports facilities, and a **Community Fund** (see **draft Section 106 Heads of Terms**) for further mitigation.

- People who are more likely to be dependent on private rented accommodation (including young people), would be more affected if housing demand from construction workers was too high. To mitigate this the scheme includes a temporary accommodation campus and caravan park, as well as other measures outlined in the **Accommodation Strategy** (Doc Ref. 8.10).
- People with protected characteristics that may make them particularly vulnerable to crime or to fear of crime, may be more affected by population change during the construction period. Mitigation for this includes the **Worker Code of Conduct** and other measures set out in the **Community Safety Management Plan** (Doc Ref. 8.16).

ii. [Equality effects in the rest of East Suffolk](#)

6.6.70 Some of the project-wide effects described above are more likely to occur in areas closest to the site, and so will be less likely to be felt in the rest of East Suffolk. The **ES** (Doc Ref. Book 6) does not identify specific significant effects on community facilities of relevance to equality in the rest of East Suffolk.

m) [Inter-relationship effects and cumulative effects with other projects](#)

i. [Overview](#)

6.6.71 As part of the assessment of effects of the Sizewell C Project, **Volume 10** of the **ES** considers where there could be:

- **Project-wide cumulative effects** – arising where environmental effects as a result of the main development site and or multiple off-site associated development effects interact to generate a cumulative effect of greater significance than where these effects are considered in isolation. No project-wide cumulative effects are expected in the rest of East Suffolk.
- **Inter-relationship effects** – arising where one receptor is affected by multiple environmental effects (for example both noise and air quality effects) and combined these effects lead to an increased sense of disturbance greater than the effect experienced by any one of the effects in isolation.
- **Cumulative effects with other projects** – arising where expected significant environmental effects arise as a result of the cumulative effect of the Sizewell C Project plus other development schemes

taking place – where these effects are greater than the effects of the Sizewell C Project assessed on its own.

ii. Inter-relationship effects in the rest of East Suffolk

6.6.72 During the construction and removal and reinstatement phases of the freight management facility, combined noise and vibration, air quality and/or landscape and visual effects are likely to lead to an increased sense of disturbance and additional significant adverse effect to the following residential or representative residential receptors in the Rest of East Suffolk:

- 1 and 2 Keepers Cottages.

iii. Cumulative effects with other plans and projects – the rest of East Suffolk

6.6.73 **Table 6.5** sets out potential cumulative effects with other plans and projects, of relevance to the rest of East Suffolk.

Table 6.5: Cumulative effects with other plans and projects (the rest of East Suffolk) – significant residual effects

Receptor	Effect	Phase of Development	Type of Effect
Socio-economic effects			
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia THREE)	Construction (early & peak years)	Significant beneficial effect, regional scale
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia ONE North, East Anglia TWO, East Anglia THREE)	Operation	Significant beneficial effect, local scale
Transport			
A12 at Glemham and Marlesford	Little and Cumulative effect on perceptions of safety (Sizewell C Project and East Anglia ONE North and East Anglia TWO)	Construction (peak)	Significant adverse

6.7 Summary of effects on the community in the rest of East Suffolk

6.7.1 **Table 6.6** sets out a summary of significant residual effects of the Sizewell C Project on communities in the rest of East Suffolk – including both beneficial and adverse effects.

Table 6.6: Summary of significant residual effects in the rest of East Suffolk

Topic Area	Summary of Effects	Application Documents
Economy	<ul style="list-style-type: none"> • Significant beneficial effects from construction job opportunities and on levels of unemployment and economic inactivity • Significant beneficial effects from operational job opportunities • Significant beneficial effects from supply chain opportunities for local businesses • Significant beneficial economic effects of wages and local spending 	<ul style="list-style-type: none"> • Volume 2, Chapter 9 of the ES • Economic Statement (Doc Ref. 8.9) • Employment, Skills and Education Strategy (Doc Ref. 8.9) • Supply Chain Strategy (Doc Ref. 8.9).
Community and Community Services	<ul style="list-style-type: none"> • Significant and beneficial effects on sports provision locally from new sports facilities in Leiston – 3G pitch and MUGAs 	<ul style="list-style-type: none"> • Volume 2, Chapter 9 of the ES • Community Safety Management Plan (Doc Ref. 8.16)
Health and Wellbeing	<ul style="list-style-type: none"> • Significant beneficial health and wellbeing effects generated by construction and operational phase employment opportunities and associated wages • Significant night-time ground borne noise impacts on East Suffolk line between Westerfield junction to Saxmundham junction 	<ul style="list-style-type: none"> • Volume 2, Chapter 28 of the ES
Landscape and Visual	<ul style="list-style-type: none"> • Temporary adverse effects during construction and removal and reinstatement phases on users of PRoW (Bridleways E/365/004/0, E/365/005/0, E-365/006/0, E-365/010/0, E-365/021/0 and Footpath E/365/024/0), Registered Common Land/open access land and residents of Keepers Cottages to the east of the freight management site: This group of receptors includes users of the rights of way network between the site and Mill Plantation to the south east 	<ul style="list-style-type: none"> • Volume 4, Chapter 6 of the ES • Volume 7, Chapter 6 of the ES • Volume 8, Chapter 6 of the ES
Noise	<ul style="list-style-type: none"> • Significant adverse effects (rail) on some properties close to the rail line between Westerfield junction to 	<ul style="list-style-type: none"> • Volume 4, Chapter 4 of the ES • Volume 7, Chapter 4 of the ES

Topic Area	Summary of Effects	Application Documents
	Saxmundham junction; and some properties where a 20mph night-time speed limit is proposed within 10 metres of the operational tracks (in Woodbridge, Melton, Campsea Ashe); where a 10mph night-time speed limit is proposed between 5 and 14 metres from the operational tracks (in Woodbridge, Melton, Campsea Ashe); and where a 20mph night-time speed limit is proposed between 10 and 20 metres from the operational tracks	<ul style="list-style-type: none"> • Volume 8, Chapter 4 of the ES • Volume 9 Chapter 4 of the ES
Equality	<ul style="list-style-type: none"> • A range of project-wide potential effects on equality. No specific effects identified on community facilities. 	<ul style="list-style-type: none"> • Equality Statement (Doc Ref. 5.14)
Inter-relationship effects	<ul style="list-style-type: none"> • Significant adverse combined noise, and vibration, air quality and landscape and visual effects likely to lead to an increased sense of disturbance to 1 and 2 Keepers Cottages during the construction and the and removal and reinstatement phases of the Freight Management Facility 	<ul style="list-style-type: none"> • Volume 10, Chapter 2 of the ES
Cumulative effects with other plans and projects	<ul style="list-style-type: none"> • Cumulative beneficial labour market effects during construction phase (Sizewell C plus East Anglia THREE) – supply chain benefits and labour investment • Cumulative beneficial labour market effects during operation (Sizewell C plus East Anglia ONE North, East Anglia TWO and East Anglia THREE) 	<ul style="list-style-type: none"> • Volume 10, Chapter 4 of the ES

7 Neighbouring local authorities area

7.1 Executive summary - effects of the Sizewell C Project in the neighbouring local authorities area

7.1.1 This report brings together in one place the effects the Sizewell C Project is likely to have on local communities. This chapter focuses on the local authorities neighbouring East Suffolk district – Great Yarmouth, South Norfolk, Mid Suffolk, Ipswich and Babergh – referred to as ‘the neighbouring local authorities’.

7.1.2 The Sizewell C Project would bring significant benefits in terms of:

- construction job opportunities;
- job opportunities in the operational power station;
- opportunities for local businesses to secure contracts to supply and service the Sizewell C Project;
- higher wage jobs locally – on the Sizewell C Project and in the supply chain;
- more spending in the local economy – an economic ‘multiplier effect’ for local businesses, even those not directly associated with the Sizewell C Project;
- new modern sports facilities – a full-size 3G all weather pitch and two multi-use games areas in Leiston;
- health and wellbeing benefits for local communities due to economic opportunities; and
- transport improvements and new and improved recreational routes.

7.1.3 SZC Co., the councils and other stakeholders have worked together to develop a package of measures to ensure opportunities offered by the Sizewell C Project are maximised for local people and businesses.

7.1.4 SZC Co. has also worked with the councils and other stakeholders to assess and plan for the following potential disturbances, most of which would be temporary during the construction phase:

7.1.5 Communities closer to the main and associated development sites would be likely to experience some residual disturbance – however no significant disturbance is expected in communities in the neighbouring local authorities' area.

7.1.6 SZC Co. will continue to work with the councils and other stakeholders, during the examination of the application, and beyond, with the aim of agreeing how best to implement the mitigation to avoid or reduce effects, and to ensure the Sizewell C Project can be delivered successfully, including the realisation of significant benefits for communities.

7.2 Introduction

a) The neighbouring local authorities area

7.2.1 This chapter sets out the expected effects of the Sizewell C Project across the local authorities neighbouring East Suffolk district – Great Yarmouth, South Norfolk, Mid Suffolk, Ipswich and Babergh, hereafter 'the neighbouring local authorities'. The area is shown in **Plate 7.1** with a larger version in **Figure 7**.

7.2.2 The area includes large settlements of Great Yarmouth and Ipswich, and smaller towns including Wymondham, Diss, Stowmarket, and Sudbury.

b) The Sizewell C Project

7.2.3 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk. It would be known as Sizewell C. Once built it would provide enough electricity to supply 6 million homes (about 20% of all homes in the UK). This would support Government policy¹⁶ to shift to a low carbon economy.

7.2.4 As well as the power station itself (and temporary uses to support its construction) within the 'main development site', the Sizewell C Project would include a number of off-site 'associated developments' also to support its construction, as set out above in **Section 1**.

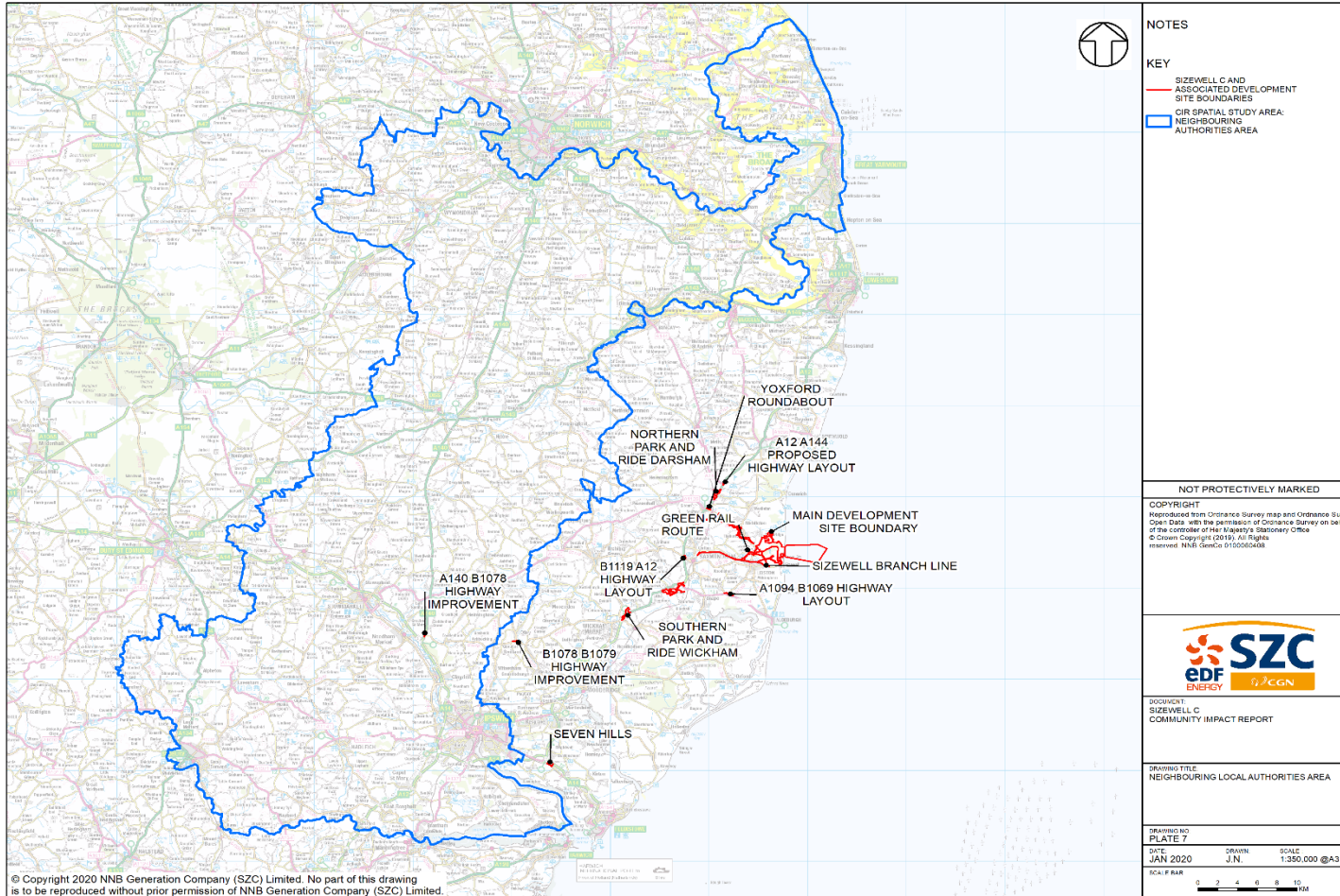
c) The structure of this chapter

- **Section 7.3** summarises the development that would happen in the neighbouring local authorities area.

¹⁶ National Policy Statement for Nuclear Power Generation (2011); Industrial Strategy, building a Britain fit for the future (November, 2017); Industrial Strategy Nuclear Sector Deal (June, 2018)

- **Section 7.4** provides an overview of the characteristics of the existing community in the neighbouring local authorities area.
- **Section 7.5** sets out a summary of the consultation activity of relevance to the neighbouring local authorities area.
- **Section 7.6** outlines the likely significant effects of the Sizewell C Project on the neighbouring local authorities area by topic area.
- **Section 7.7** sets out a summary of the significant effects in the neighbouring local authorities area and provides wayfinding to further information.

Plate 7.1: Development in the neighbouring local authorities area (see Figure 7 for larger version)



7.3 Development in the neighbouring local authorities area

a) Introduction

7.3.1 The main development site and the off-site associated development would be located in East Suffolk district. Highway safety measures at the A140/B1078 junction west of Coddendam are within the neighbouring local authorities area. These safety measures include improvements of visibility splays and signage and road markings which will be secured by an obligation in the Section 106 Agreement, provided in the **Section 106 Heads of Terms** appended to the **Planning Statement** (Doc. Ref. 8.4).

7.3.2 The A140/B1078 highways safety measures would not be expected to have significant effects on local communities. This section therefore focuses on the project-wide effects relevant to the area.

7.3.3 All full description of all of the Sizewell C Project proposals and their predicted effects is set out in **Volumes 2-9** of the **ES**.

b) Project-wide effects – of relevance to the neighbouring local authorities

7.3.4 Elements of the Sizewell C Project that are not specific to one particular area ('project wide effects') include:

- **Community and economic effects** – caused by construction workers and their families temporarily moving to the area to work on the construction of the Sizewell C Project.

c) Mitigation

7.3.5 As set out above, in addition to the development itself, the application includes measures designed to mitigate potential adverse effects and enhance potential beneficial effects.

- **Primary (project design-based) mitigation measures** – are in-built elements of the Sizewell C Project. Measures include the **construction worker campus and caravan park** and **on-site occupational health** centre that would minimise adverse effects on local communities. It also includes the noise screening measures and landscape bunds that would minimise disturbance during construction, as well as the various transport proposals which would minimise adverse traffic effects.

- **Tertiary (best practice-based) mitigation and enhancement measures** – are elements of the Sizewell C Project that reflect best-practice. The **Worker Code of Conduct** for example would manage the behaviour of construction workers and minimise adverse effects on local communities.
- **Secondary mitigation measures** – include financial contributions and monitoring and management plans that would mitigate adverse effects that either remain when primary and tertiary measures have been implemented, or arise due to unforeseen circumstances. These measures include the **Community Fund, Housing Fund, Tourism Fund** and **Public Services Contingency Fund**.

7.3.6 Further detail on mitigation measures relevant to communities in the neighbouring local authorities are set out below.

7.4 The neighbouring local authorities area today

a) Spatial context

7.4.1 The neighbouring local authorities area is shown in **Plate 7.1** with a larger version provided in **Figure 7**.

b) People, jobs and homes¹⁷

7.4.2 The area includes the large settlements of Great Yarmouth and Ipswich, and smaller towns including Wymondham, Diss, Stowmarket, and Sudbury.

7.4.3 There are also a large number of smaller settlements, outside of which the area is largely rural. The area had a population of 568,800 people in 2018, across an area of 258,620 hectares – with a population density of 2.2 people per hectare. 337,050 residents (59%) are working-age, 128,410 are aged 65 or over (23%), and the remaining 18 are children aged 0 to 15.

7.4.4 The population of the neighbouring local authorities grew by 3.8% over the 5 years 2013-2018 – slightly below growth across the East of England (4.2%) and England as a whole (3.9%) over the same period.

¹⁷ The data below is extrapolated from the baseline assessment set out in the Socio-economic chapter of the ES (Volume 2 Chapter 9) and is based on a number of sources including ONS 2011 Census data, ONS Mid Year Population Estimates, and the Business Register and Employment Survey. A full list of sources and references is included in Volume 2 Chapter 9 of the ES.

- 7.4.5 The area's population is relatively dynamic – with people moving in and out of the area. Approximately 32,270 residents moved into the ward in the 2011 Census year for example, and jobs turned over at an estimated rate of approximately 34,600-46,200 jobs per year in 2019.
- 7.4.6 There are approximately 230,000 jobs based in the neighbouring local authorities, with this number having grown over the last 5 years (8.5% growth). Latest data on claimant count rates shows approximately 2.1% of working-age residents in the neighbouring local authorities (5,900 people) are unemployed and claiming benefits.
- 7.4.7 There are 24,450 bedspaces for tourists in the neighbouring local authorities area – approximately 40% of these are in holiday parks, 31% are in hotels, 22% in caravan and campsites, and the remaining 6% are in self-catered accommodation. There are 86,900 bedspaces in the private rented sector, and 120,250 family-sized homes in the owner-occupied sector. In total there are an estimated 92,800 unoccupied (vacant) bedrooms in the neighbouring local authorities – across all tenures.
- 7.4.8 The Government's Indices of Multiple Deprivation (IMD) measures relative levels of deprivation across England. It shows there are areas in neighbouring local authorities area that are among the 10% and 20% most deprived in England – including areas in Ipswich, Great Yarmouth, Beccles and Stowmarket. Great Yarmouth is ranked the 20th most deprived of 317 Local Authorities in England, and Ipswich 71st. Levels of deprivation are in South Norfolk (235th), Babergh (218th) and Mid Suffolk (237th).
- 7.4.9 Suffolk's Hidden Needs Report identifies pockets of high levels of deprivation and disadvantage across Suffolk that is not reflected in national statistics, including poor access to broadband, income deprivation, and low levels of qualifications.
- 7.5 **Consultation**
- 7.5.1 From 2008, there has been a thorough consultation process to engage local people, and other stakeholders in the process of planning the power station and associated development.
- 7.5.2 The formal consultation process has been spread across four stages, with the first formal stage of consultation running from November 2012 to February 2013; Stage 2 between November 2016 and February 2017; Stage 3 consultation between January 2019 and March 2019; and Stage 4 from July to September 2019.
- 7.5.3 Between formal stages of public consultation the team based at the Sizewell C Information Office in Leiston has met many individuals and

organisations to discuss the Sizewell C Project. The team preparing the Environmental Impact Assessment and associated strategies has also held meetings of relevance to this Community Impact Report including with service providers (emergency services; healthcare and public health; skills, education and supply chain; social services and housing).

7.5.4 Consultation feedback from stakeholders and communities has influenced the choice of site options and scheme layout, the design of the development, proposed mitigation measures, and the approach to community consultation throughout the evolution of the Sizewell C Project.

7.5.5 Consultation responses were made by organisations and individuals based in the neighbouring local authorities, including Norfolk County Council, Suffolk County Council, Ipswich Borough Council, Suffolk Chamber of Commerce, Visit Ipswich DMO, and the East of England Energy Group.

7.5.6 Issues raised included:

- The effect on roads, transport services, footpaths, access and recreational routes.
- The effect on community facilities, services, and accommodation and housing locally, including potential for additional demand from workers.
- Education, training, employment and supply chain opportunities and wider impacts on the local economy including local businesses.
- Effects on local residents, including visual impacts, noise, vibration, air quality, community safety and health impacts.
- Effects on tourism.

7.5.7 A full summary of responses to all stages of the consultation and how the Sizewell C Project design and mitigation has evolved in response is set out in the **Consultation Report** (Doc Ref. 5.1).

7.6 How neighbouring local authorities might be affected by the Sizewell C Project

a) Overview

7.6.1 The section is organised to set out the significant effects of the Sizewell C Project in the neighbouring local authorities area. Effects are set out under the following topic areas:

- People, jobs and homes – Sections b-d.
- Transport – Section e.
- Health and Wellbeing – Section f.
- Amenity and Recreation – Section g.
- Landscape and Visual – Section h.
- Noise and Vibration – Section i.
- Air Quality – Section j.
- Equality – Section k.
- Cumulative and Inter-relationship effects – Section l.

7.6.2 A summary of all significant effects in the neighbouring local authorities, after mitigation is taken into account (residual effects), is set out in **Section 7.7** of this report.

b) People, jobs and homes – economic effects

i. Overview

7.6.3 Over an estimated construction period of 9-12 years, and operating lifetime of around 60 years, the Sizewell C Project will provide: jobs; supply chain opportunities that could support development and growth of local firms; skills development opportunities; spending effects that will benefit the wider economy; and productivity benefits.

7.6.4 SZC Co. has worked with the local authorities, the New Anglia Local Enterprise Partnership (NALEP), the Suffolk Chamber of Commerce and

other stakeholders to design measures to maximise the economic benefits of the Sizewell C Project. Many measures draw on lessons learnt from the construction of Sizewell B and Hinkley Point C.

ii. **Jobs, skills and education effects – construction phase**

7.6.5 The number of workers needed to construct the Sizewell C Project would vary over the construction period. At the peak of construction (approximately year 7 of construction) up to 7,900 construction workers, plus 600 associated development staff would be needed.

7.6.6 Up to 2,410 workers would be recruited from existing local residents (living within 90 minutes of the main development site). Some of these would be expected to be existing residents in the neighbouring local authorities. Some would have been unemployed before working on the Sizewell C Project.

7.6.7 These job opportunities and effects on levels of unemployment, economic inactivity and productivity would be **significant beneficial effect** for the local area (within 90 minutes of the main development site).

7.6.8 Employment, skills and education benefits would be supported by the following Sizewell C Project mitigation and enhancement measures:

- An **Employment, Skills and Education Strategy** (Doc Ref. 8.9) setting out measures intended to leave a long-term legacy locally – including: implementing a **Sizewell C Jobs Service** and partnership working with existing employment schemes in the region to support recruitment of local people. This will include focusing on ‘hard to reach’ individuals, those without a job or with spare capacity for work. It would also help to minimise instances where the Sizewell C Project may result in roles in existing firms becoming harder to fill.
- Skills initiatives accessible to local people and complementary businesses in the local supply chain, including in Leiston. A flexible **asset skills enhancement and capability (ASEC) fund** for example would support colleges and skills providers to build on existing assets and help deliver the skills needed for the Sizewell C Project. Funding for a **Regional Skills Coordinator** post would provide an interface between the Sizewell C Project and skills providers to plan for and coordinate skills training requirements.
- Ongoing **education interventions** including measures that bridge the gap between school and employment on the Sizewell C Project. Sizewell B already has an established and successful programme

working with local schools to promote careers in the energy sector, and raise aspirations generally – SZC Co.'s strategy will enhance this activity.

- Resources on education will be particularly focused in areas of higher social deprivation and lower social mobility. The **Young Sizewell C** programme will aim to build awareness of the employment opportunities associated with the Sizewell C Project among young people. The Sizewell C Project will also create a **Bursary Scheme** to support the creation of alternative pathways into work on the Sizewell C Project for those that have not reached the required entry level.

iii. Jobs, skills and education – operational phase

7.6.9 When the power station is operational, there would be around 900 people working there. During outages this would increase by a temporary workforce of approximately 1,000 (around every 18 months per unit, for approximately two months). It is estimated that around 370 permanent operational jobs would be taken by existing residents living within 25 miles of the site.

7.6.10 It is not possible to estimate how many jobs would be taken by existing residents in the neighbouring local authorities specifically – but overall the jobs created locally would be a **significant beneficial effect** of the Sizewell C Project over its 60-year operational phase.

iv. Business supply chain opportunities – construction and operational phases

7.6.11 The estimated value of the construction of the Sizewell C Project is £20 billion. This includes the cost of the necessary goods, services and materials, and wages for construction workers.

7.6.12 At Hinkley Point C, £1.55 billion of contracts had been committed with local / regional companies by the end of 2018, with £981 million already spent. It is anticipated that Sizewell C could deliver similar levels of local and regional spend in the East of England region.

7.6.13 The business, supply chain and spending benefits would be supported by the following mitigation measures:

- **Sizewell C Supply Chain Team** and **Supply Chain Portal** – a partnership between SZC Co. and Suffolk Chamber of Commerce is engaging with local businesses and will continue to do so to support

them to win contracts for the supply of goods and services to deliver the Sizewell C Project.

- **Local supply chain monitoring** – SZC Co. would monitor the award of contracts on the Sizewell C Project and report on local / regional spend.
- The local supply chain and related industries would be expected to benefit further from the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) which would raise skills and education levels across the local workforce and provide legacy skills benefits locally.

7.6.14 When construction is complete and the power station is operational, there will be opportunities for local businesses to gain contracts to support the operation of the power station, providing long-term economic benefits over its 60 year lifetime.

7.6.15 The benefits for the supply chain and procurement of goods would be a **significant beneficial effect** for the regional economy during both construction and operational phases. Although not possible to quantify the effect at a local ward level, a proportion of this spending and opportunities for skills development could benefit local businesses in the neighbouring local authorities area.

v. [Wages and spending effects – construction and operational phases](#)

7.6.16 The boost to local spending on food and accommodation specifically over the duration of the construction phase of the Sizewell C Project is estimated to be just under £1.1bn (an average of £91 million per year over 12 years). This would be a **significant beneficial effect** locally and regionally. A proportion of this spending would be expected to benefit services and accommodation providers in the neighbouring local authorities.

7.6.17 Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs. It is not possible to quantify this effect at the level of the neighbouring local authorities in isolation, but overall it would be a **significant beneficial effect** locally.

vi. [Effects of transport on businesses – construction and operational phases](#)

7.6.18 The package of road safety improvements put forward in the **Transport Assessment** (Doc Ref. 8.5) would not only benefit the proposed Sizewell C Project, but would also provide a lasting legacy to residents of the

surrounding towns and villages. No significant additional delays to traffic on routes that would affect the movement of people, or the delivery of goods are expected to arise as a result of the Sizewell C Project.

7.6.19 SZC Co. notes that in some instances, due to changes to the road network associated with the scheme, businesses may perceive a loss of passing trade, or severance which they may consider affects their business models. SZC Co. has carefully considered each of the elements of physical mitigation associated with changes to the transport network to create an overall network that limits significant effects on travel. Businesses have the right to make a claim for statutory compensation however, should they perceive they are significantly affected.

vii. [Effects on tourism and visitors – construction phase only](#)

7.6.20 **Volume 2, Chapter 9** (Socio-economics) of the **ES** sets out a detailed assessment of the potential impacts on tourism, including the results of a tourism survey commissioned by SZC Co. and undertaken by Ipsos MORI to understand the potential effects of the Sizewell C Project.

7.6.21 The assessment draws on the tourism survey; engagement with stakeholders (including the councils, NALEP, Suffolk Coast Destination Management Organisation (DMO), Visit East of England, RSPB Minsmere and National Trust Dunwich Heath); as well as previous experience of Sizewell B's construction, and current experience at Hinkley Point C which shows that there has been little change to tourism as a result of these projects. At Hinkley Point C, a well-managed and effective Tourism Fund has been used to promote the area which is likely to have helped. SZC Co. intends to create a similar fund for the Suffolk coast. The Tourism Fund - secured via the Section 106 Agreement, see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4) - will promote the area to reduce the risk of changes in visitor behaviour related to the Sizewell C Project's construction phase. There is therefore expected to be no residual significant effect on tourism including in the neighbouring local authorities area.

c) [People, jobs and homes – accommodation](#)

i. [Overview](#)

7.6.22 Some construction workers for the Sizewell C Project will be existing residents recruited from the local area, while a number are expected to move to the area temporarily (referred to as 'non-home based workers') – and will need somewhere to live.

NOT PROTECTIVELY MARKED

7.6.23 These workers would be expected to locate within a 60-minute commute distance of the main development site. This area includes parts of each of the five neighbouring local authorities.

7.6.24 At the peak of the construction it is estimated 305 non-home-based construction workers would be temporarily living in the neighbouring local authorities. This would represent a small proportion (approximately 1%) of the number of new residents that move into the neighbouring local authorities each year, and the effect on the neighbouring local authorities accommodation market would not be significant.

7.6.25 The following mitigation measures have been designed to ensure no significant effects on the accommodation market, including across the neighbouring local authorities.

- A **temporary accommodation campus** would provide up to 2,400 bedspaces, and a **temporary caravan park** would provide hard-standing and facilities suitable for up to 400 caravans (estimated 600 bedspaces) for workers – reducing demand on the existing accommodation market. Both facilities would be located close to the main development site in Leiston ward, East Suffolk district.
- **Housing Fund** – funds would be available to assist East Suffolk Council to deliver additional accommodation, improve existing housing stock and support the effective and resilient operation of the local accommodation market, including providing housing services to local residents who need access. It would also provide funds to support tourist accommodation providers to improve, reconfigure or add stock to the area.
- An **Accommodation Management System**, explained in detail in the **Accommodation Strategy** (Doc Ref. 8.10) would help manage the distribution of workers. SZC Co. would work with partners to develop plans to allow local landlords, tourism businesses and residents to register accommodation available for workers and enable SZC Co. and its contractors to signpost workers towards this accommodation. It would:
 - Collect information from workers, contractors and local accommodation providers.
 - Provide information to workers, contractors and accommodation providers, including helping providers understand opportunities to support the Sizewell C Project's workforce.

- Deliver ‘one-stop-shop’ information open events for accommodation providers to brief them on the likely scale of demand from workers and required accommodation safety and quality standards, and to answer any queries from providers.
 - **Workforce surveys and monitoring** – will be carried out and data reported at regular intervals throughout the construction to monitor where workers are living and the type of accommodation they are using. This would be used to check the effectiveness of mitigation applied and allow a responsive approach to direct further funds towards specific measures or locations if needed.
- d) **People, jobs and homes – community cohesion, safety and services – construction phase only**
- i. **Overview**

7.6.26 As set out above the up to 305 construction workers forecast to be resident in the neighbouring local authorities at the peak of construction would not be a significant change in population relative to the number of people moving into the area on an annual basis (approximately 27,700 people each year).

7.6.27 A small proportion (around 13%) of workers may bring families with them. Around 91 workers’ children aged 0-16 would be expected to live in the neighbouring local authorities at the peak of construction. Again this would not be significant in the context of the number of people move into the area each year.

- The **ES** (Doc Ref. Book 6) considers the effect of the temporary additional population on the following community services:
- Pre-school, primary and secondary schools.
- Social services and associated community safety effects.
- Libraries, arts, cultural and other county-level services.
- Sports and leisure facilities.
- Regulatory and environmental services – for example waste collection.
- Policing and associated community safety effects.

- Fire and rescue services and associated community safety effects.
- Health services (including GP practices and ambulance).

7.6.28 Given the relatively small increase in population expected, there is not expected to be a significant effect on these services in the neighbouring local authorities area.

ii. **Mitigation measures – community cohesion, safety and community services**

7.6.29 The following mitigation measures are proposed to minimise the potential for adverse effects on the community cohesion, safety and community services:

- SZC Co. would ensure the **active management of its accommodation** (campus and caravan park). This would include enforcement of expected standards of behaviour from workers, provision of 24/7 security, liaison with emergency services and complaints procedures for local residents.
- Signature of a **Worker Code of Conduct** setting out the high standards of behaviour expected for the workforce, both on-site and when in the community, will be a condition of employment for every worker on the Sizewell C Project. Expectations will be reinforced by ongoing training and breaching of the Worker Code of Conduct may mean dismissal from the Sizewell C Project.
- Pre-employment and ongoing **drug and alcohol testing** and **security vetting** would be implemented for workers on the Sizewell C Project.
- A **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) identifies roles and responsibilities, measures (including financial contributions to police, fire and rescue and ambulance services) and monitoring that will be secured through a Section 106 Agreement relating to community safety and emergency services, and sets out how SZC Co., the councils and emergency services will work together to identify and manage effects.
- A number of strategies, including the **Employment, Skills and Education Strategy** (Doc Ref. 8.9), the **Accommodation Strategy** (Doc Ref. 8.10), **Code of Construction Practice (CoCP)** (Doc Ref. 8.11), and worker 'Welcome Packs' will include measures to support

and/or protect vulnerable people and groups and minimise adverse effects on the community and community services – for example the **Employment, Skills and Education Strategy** (Doc Ref. 8.9) includes measures specifically targeting the recruitment of local young people who are not currently in education or training. By supporting those most in need this would in turn be expected to reduce demand on community services locally.

- A **Public Services Contingency Fund** (see **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)) will be capable of providing resilience and responding to significant effects on public services, should they arise – based on risks identified by, for example, adult and children’s services and education services.
- Waste collection will be managed via the Sizewell C Conventional **Waste Management Strategy (Appendix 8A of Volume 2 of the ES)**, which will include an agreement between SZC Co. and a commercial waste contractor to collect waste from the accommodation campus and caravan facilities.
- A **Community Fund** (see **draft Section 106 Heads of Terms**) – would offer financial contributions to help mitigate adverse effects on the economic, social or environmental well-being of communities potentially affected by the Sizewell C Project, including their quality of life. This may include a programme of small grants to charities, voluntary groups, social enterprises, and strategic grants – for example investment in local facilities or services. The Community Fund will recognise that communities closer to the main development site, such as Leiston, are likely to experience more and greater effects across a wider range of social, economic and environmental areas which could affect their quality of life.

e) [People, jobs and homes – summary of significant residual effects](#)

7.6.30 A summary of significant effects on people, jobs and homes is set out in **Table 7.1**. Significant residual effects are those that remain once mitigation measures are taken into account.

Table 7.1: Significant residual effects on people, jobs and homes in the neighbouring local authorities

Effect	Phase of Development	Type of Effect
Job opportunities to support the construction, and effects on levels of unemployment, economic inactivity and productivity	Construction phase	Significant beneficial
Job opportunities at the power station over its 60-year operational phase	Operational phase	Significant beneficial
Supply chain opportunities for local businesses including procurement of goods and services	Construction and operational phases	Significant beneficial
Boost to local spending including on food and accommodation during the construction phase	Construction phase	Significant beneficial
Spending by employees at the operational power station would be expected to boost local average earnings, and spending on local services. In turn this would boost the local economy, supporting additional jobs	Operational phase	Significant beneficial

f) Transport

i. Overview

7.6.31 The construction phase of the Sizewell C Project will require the transport of people and materials to and from the main and associated development sites.

7.6.32 Taking into account the mitigation measures below and detailed further in **Volume 2, Chapter 10** of the **ES**, no significant transport effects are expected in the neighbouring local authorities area.

7.6.33 SZC Co. has developed a transport strategy that aims to:

- Minimise the volume of traffic generated by the Sizewell C Project.
- Maximise traffic safety.
- Minimise adverse impacts on existing communities and visitors to the area.

- Ensure the resilience of the transport network in the event of a traffic incident.
- Provide long-term transport legacy benefits for the area.

7.6.34 The Sizewell C Project's transport strategy includes a number of mitigation measures to achieve these objectives:

- Provision of a worker **accommodation campus and caravan park** within the main development site – reducing the need for workers to use the existing transport network to travel to work.
- **Two park and ride facilities** – in Darsham (northern) and Wickham Market (southern) – to reduce volume of trips by car to the main development site.
- **Direct bus services** will also operate from key locations to the main development site, to reduce the volume of trips made by car.
- **Management of car parking** – at peak a maximum of 12% of the workforce will be permitted to park at the main development site – limiting the impact on the local network.
- **Improved walking and cycling routes** to the main development site.
- A **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) has been developed, and all employees will be required to sign it on joining the Sizewell C Project appointment. It would be managed by a full time Transport Co-ordinator, including ensuring mode share targets are complied with.
- A number of **highway improvements** are proposed to respond to potential network capacity or safety issues, including the two village bypass.
- The construction methodology has been designed to minimise the requirement to move materials off site as far as practicable.
- Bulk materials would be transported to and from the site by sea or by rail where practical, avoiding use of the highways network. A **beach landing facility (BLF)** would allow the delivery of abnormal indivisible loads (AILs) by sea, and a **green rail route** (temporary rail extension

off the existing Saxmundham to Leiston branch line) would allow the delivery of freight to the site by rail.

- Where HGVs are required, defined HGV routes will be used that minimise local impacts. Residual freight would be managed through proposed delivery management system (including limiting numbers of HGV movements per day), freight management facility in Seven Hills to allow a controlled pattern of deliveries, and a **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7).

7.6.35 When the construction phase is complete there will be no remaining requirement for the large scale movement of goods and workers across the network. The park and ride facilities, freight management facility, accommodation campus and caravan park, and green rail route would all be removed. The BLF would remain to allow the delivery of AILs by sea during the operation of the power station, and a number of the highways improvements would provide long-term legacy benefits to the road network.

7.6.36 A full description of the proposed transport strategy and methodology used to assess transport effects is set out in **Volume 2, Chapter 10** of the **ES** and the **Transport Assessment** (Doc Ref. 8.5).

g) [Health and wellbeing](#)

i. [Overview](#)

7.6.37 The health impacts of the Sizewell C Project are not expected to be significant beyond the boundary of East Suffolk district. Therefore there are no significant health effects expected in the neighbouring local authorities.

7.6.38 The potential health effects of the Sizewell C Project are set out in full in **Chapter 28** of **Volume 2** of the **ES**, and are summarised below.

ii. [Potential health effects of the Sizewell C Project](#)

7.6.39 The following health and wellbeing effects are assessed in **Chapter 28** of **Volume 2** of the **ES** in terms of construction of the proposed development:

- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;

- potential health and wellbeing effects associated with the introduction of a temporary non-home-based construction workforce (including social impacts and on healthcare capacity) including net additional dependants;
- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

7.6.40 In terms of the operation of the Sizewell C Project:

- potential health and wellbeing effects from changes in radiological exposure;
- potential health and wellbeing effects from changes in electromagnetic field exposure;
- potential health and wellbeing effects from changes in emissions to air quality;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;
- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

h) [Amenity and recreation](#)

7.6.41 There are not expected to be any amenity and recreation effects as a result of impacts on users of Public Rights of Way or other recreational routes in the neighbouring local authorities.

7.6.42 A full assessment of the likely amenity and recreation effects of the Sizewell C Project is set out in **Chapter 2** of **Volume 15** of the **ES** and **Chapter 8** of **Volumes 3-9** of the **ES**.

i) [Landscape and visual](#)

7.6.43 There are not expected to be landscape and visual effects in the neighbouring local authorities area.

7.6.44 A full assessment of the likely landscape and visual effects of the Sizewell C Project is set out in Chapter 13 of **Volume 2** and **Chapter 6** of **Volumes 3-9** of the **ES**.

j) [Noise and vibration](#)

7.6.45 There would be no significant noise or vibration effects that would impact people and communities in the neighbouring local authorities.

7.6.46 A full assessment of the noise effects of the Sizewell C Project is set out in **Chapter 11** of **Volume 2** and **Chapter 4** of **Volumes 3-9** of the **ES**.

k) [Air quality](#)

i. [Overview](#)

7.6.47 The Sizewell C Project would generate emissions that could affect air quality, during its construction.

7.6.48 Taking into account the Sizewell C Project mitigation measures below, there would be no significant air quality impacts in the neighbouring local authorities.

ii. [Mitigation measures to minimise effects on air quality](#)

7.6.49 The following mitigation measures have been designed into the Sizewell C Project to minimise emissions that could affect air quality:

- Use of two park and ride facilities, and worker accommodation campus and caravan park, reduced car parking provision and public rights of way improvements – minimising construction worker traffic and trips by car related to the Sizewell C Project.
- Use of off-site freight management facility to reduced on-site queuing and engine idling.

- Use of beach landing facility and rail, including green rail route to minimise AILs and freight movements by road.
- Construction site designed, maintained and operated to minimise construction vehicle emissions and dust emissions on sensitive uses such as homes.
- A **Construction Worker Travel Plan** (Doc Ref. 8.8) and a **Construction Traffic Management Plan** (Doc Ref. 8.7) to reduce and manage the effects of traffic associated with the Sizewell C Project.
- The **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) sets out general measures that would control the dust associated with construction, and the emissions generated by contractor vehicles and mobile machinery. The **CoCP** includes measures such as:
 - site layout will be planned so the site access and significant dust generating activities will be located as far as possible from the site boundary and sensitive receptors.
 - best practice measures will be implemented to minimise dust and emissions including for example, the use of modular (pre-fabricated buildings), use of water suppression systems and application of industry best practice when handling ballast and aggregate, use and maintenance of wheel wash facilities, and provision of sheeting on vehicles carrying aggregate.

l) Equality

i. Overview

7.6.50 The Equality Act 2010 gave public bodies a duty to consider effects on equality and sets out nine protected characteristics.

- Age.
- Disability.
- Gender reassignment.
- Marriage and civil partnership.
- Pregnancy and maternity.

- Race.
- Religion or belief.
- Sex.
- Sexual Orientation.

7.6.51 SZC Co. has prepared an **Equality Statement** (Doc Ref. 5.14) alongside the development consent application, to inform consideration of equality. The nature of equality – depending on complex personal circumstances – means that it is not possible to precisely quantify all possible effects. But it is possible to highlight aspects of the scheme that may affect people differently.

7.6.52 This information will be used to inform how mitigation such as the **Community Fund** (see **draft Section 106 Heads of Terms**) is implemented in practice.

7.6.53 Most of the potential equality effects identified are project-wide rather than specific to one area, and are generally limited to the construction phase of the power station:

- The nearest wards and wider district all have a high proportion of older residents, and so in general the Sizewell C Project is more likely to affect older people.
- People with some protected characteristics (including older people, or those with disabilities) may, on average, be more likely to spend time at home, and are therefore more likely to be affected by any noise or other intrusion. The proposals include a package of measures to mitigate the effect of noise.
- People with protected characteristics that may affect their mobility (including people who are older, disabled, or pregnant), would be likely to be more affected if traffic makes roads harder to cross. The Sizewell C Project includes mitigation such as bypasses, and the **Transport Assessment** (Doc Ref. 8.5) considers any potential pedestrian severance and mitigation where needed.
- Any aspects of the Sizewell C Project (such as noise or traffic) that may affect community facilities, may be felt more by people with particular characteristics – including school children, care home

residents, or congregations at places of worship. The effects on specific locations are considered within the overall mitigation of the scheme.

- The benefit of new employment opportunities in construction can be felt less by people with protected characteristics that are underrepresented in that sector, including women. SZC Co. is committed to inclusive employment and will encourage applications from all groups, with targeted initiatives to encourage more women (including girls and young women still in education) to consider careers in new nuclear.
- Additional demand for community facilities and public services from construction workers could disproportionately affect existing users of those services, some of whom will have protected characteristics. Mitigation for the scheme includes a dedicated occupational health centre for workers, as well as enhanced sports facilities, and a **Community Fund** for further mitigation.
- People who are more likely to be dependent on private rented accommodation (including young people), would be more affected if housing demand from construction workers was too high. To mitigate this the scheme includes a temporary accommodation campus and caravan park, as well as other measures outlined in the **Accommodation Strategy** (Doc Ref. 8.10).
- People with protected characteristics that may make them particularly vulnerable to crime or to fear of crime, may be more affected by population change during the construction period. Mitigation for this includes the **Worker Code of Conduct** and other measures set out in the **Community Safety Management Plan** (Doc Ref. 8.16).

ii. [Equality effects in neighbouring local authorities](#)

7.6.54 The project-wide effects described above are more likely to occur in areas closest to the site, and so will be less likely to be felt in the neighbouring local authorities. The **ES** (Doc Ref. Book 6) does not identify specific significant effects on community facilities of relevance to equality in the neighbouring local authorities.

m) Cumulative and inter-relationship effects

i. Overview

7.6.55 As part of the assessment of effects of the Sizewell C Project **Volume 10** of the **ES** considers where there could be:

- **Project-wide cumulative effects** – arising where environmental effects as a result of the main development site and or multiple off-site associated development effects interact to generate a cumulative effect of greater significance than where these effects are considered in isolation. No project-wide cumulative effects are expected in the neighbouring local authorities area.
- **Inter-relationship effects** – arising where one receptor is affected by multiple environmental effects (for example both noise and air quality effects) and combined these effects lead to an increased sense of disturbance greater than the effect experienced by any one of the effects in isolation. No inter-relationship effects are expected in the neighbouring local authorities area.
- **Cumulative effects with other projects** – arising where expected significant environmental effects arise as a result of the cumulative effect of the Sizewell C Project plus other development schemes taking place – where these effects are greater than the effects of the Sizewell C Project assessed on its own.

ii. Cumulative effects with other plans and projects – neighbouring local authorities

7.6.56 **Table 7.2** sets out potential cumulative effects with other plans and projects, of relevance in the neighbouring local authorities.

Table 7.2: Cumulative effects with other plans and projects (neighbouring local authorities) – significant residual effects

Receptor	Effect	Phase of Development	Type of Effect
Socio-economic effects			
Labour market	Cumulative supply chain benefits and labour investment (Sizewell C Project and East Anglia THREE)	Construction (early & peak years)	Significant beneficial effect, regional scale
Labour market	Cumulative supply chain	Operation	Significant beneficial

Receptor	Effect	Phase Development	of Type of Effect
	benefits and labour investment (Sizewell C Project and East Anglia ONE North, East Anglia TWO, East Anglia THREE)		effect, local scale

7.7 Summary of effects on the community in the neighbouring local authorities

7.7.1 **Table 7.3** sets out a summary of significant residual effects of the Sizewell C Project in the neighbouring local authorities.

Table 7.3: Summary of significant residual effects in the neighbouring local authorities

Topic Area	Summary of Effects	Application Documents
Economy	<ul style="list-style-type: none"> • Significant beneficial effects from construction job opportunities and on levels of unemployment and economic inactivity • Significant beneficial effects from operational job opportunities • Significant beneficial effects from supply chain opportunities for local businesses • Significant beneficial economic effects of wages and local spending 	<ul style="list-style-type: none"> • Volume 2, Chapter 9 of the ES. • Economic Statement (Doc Ref. 8.9) • Employment, Skills, Education and Training Strategy (Doc Ref. 8.9) • Supply Chain Engagement Strategy (Doc Ref. 8.9).
Equality	<ul style="list-style-type: none"> • A range of project-wide potential effects on equality. No specific effects identified on community facilities. 	<ul style="list-style-type: none"> • Equality Statement (Doc Ref. 5.14)
Cumulative effects with other plans and projects	<ul style="list-style-type: none"> • Cumulative beneficial labour market effects during construction phase (Sizewell C plus East Anglia THREE) – supply chain benefits and labour investment • Cumulative beneficial labour market effects during operation (Sizewell C plus East Anglia ONE North, East Anglia TWO and East Anglia THREE) 	<ul style="list-style-type: none"> • Volume 10, Chapter 4 of the ES.