



# The Sizewell C Project

## 7.2 Regulation 6 Additional Information

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Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009



## REGULATION 6 ADDITIONAL INFORMATION

### DOCUMENT CONTROL

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**None provided.**

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**None provided.**

## Plates

**None provided.**

## Executive Summary

Regulation 6 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) requires that certain information be provided within an application for development consent where the application is for particular types of development.

An application is only considered to be “for” a particular type of development under Regulation 6 if the development meets the criteria for a nationally significant infrastructure project (NSIP) of that development category. Where the development is associated development to a different NSIP, it is not considered that Regulation 6 applies.

SZC Co. recognises however that it may be helpful to the Planning Inspectorate if the DCO application documents identify where that information can be found within the application material, even if the Regulation itself does not strictly apply. That is the purpose of this document.

## 1. Regulation 6 Additional Information

### 1.1 Introduction

1.1.1 Regulation 6 of the APFP Regulations requires that certain information be provided within an application for development consent where the application is for particular types of development.

1.1.2 An application is only considered to be “for” a particular type of development under Regulation 6 if the development meets the criteria for an NSIP of that development category. Where the development is associated development to a different NSIP, it is not considered that Regulation 6 applies.

1.1.3 SZC Co. is applying for development consent to construct, operate and maintain a new nuclear power station in Suffolk (Sizewell C). Sizewell C would be an onshore generating station of greater than 50 megawatt and is therefore an NSIP under the Planning Act 2008 (Act). The **Grid Connection Statement** (Doc Ref. 7.1) provides the additional information required under Regulation 6(1)(a)(i) of the Infrastructure Planning APFP Regulations in relation to the NSIP.

1.1.4 In order to construct, operate or mitigate the impacts of Sizewell C, the Sizewell C Project includes associated development as defined in section 115 of the Act. The associated development includes, amongst other things, highway and railway works, the creation of harbour facilities and the creation of a hazardous and non-hazardous waste compound. Whilst SZC Co. is not required to submit additional information pursuant to Regulation 6 of the APFP Regulations in respect of these works, SZC Co. recognises that it may be helpful to the Planning Inspectorate if the DCO application documents identify where that information can be found within the application material, even if the Regulation itself does not strictly apply. That is the purpose of this document.

## 2. Highway and Railway Development

### 2.1 Applications: Prescribed Forms and Procedure Regulations

2.1.1 Regulation 6(2) of the APFP Regulations requires that where an application is for highway related development or for the construction or alteration of a railway, it must be accompanied by section drawings to suitable horizontal and vertical scales, which show, by reference to Ordnance Survey or Chart datum—

- The levels of the proposed works, including in particular and where relevant—
  - ground levels;
  - the height of every proposed bridge, viaduct, aqueduct, embankment and elevated guideway;
  - the depth of every proposed cutting and tunnel;
  - the levels of the bed of any tidal waters or inland waterway in which it is proposed that any works should be situated;
  - the height of every structure or device (including a cable, but not catenary and related equipment) intended to be erected above, on or below the surface of, or on or beneath the bed of tidal waters or an inland waterway; and
  - drainage outfall details for highways.
- A cross section of every intended tunnel and any altered gradient of a carriageway or a way forming part of a guided transport system on either side of every level crossing, bridge, tunnel or underpass which would carry the carriageway or way or through which it would pass.

## 2.2 Regulation 6(2) Information

- 2.2.1 Whilst the Sizewell C Project does not meet the thresholds defined in the Planning Act 2008 for highway and railway NSIPS, the equivalent information is included on the relevant plans in **Book 2 Plans: Main Development Site Plans** (Doc Ref. 2.5), **Northern Park and Ride Plans** (Doc Ref. 2.6), **Southern Park and Ride Plans** (Doc Ref. 2.7), **Two Village Bypass Plans** (Doc Ref. 2.8), **Yoxford Roundabout and Other Highway Improvement Plans** (Doc Ref. 2.9), **Sizewell Link Road Plans** (Doc Ref. 2.10), **Freight Management Facility Plans** (Doc Ref 2.11) and **Rail Plans** (Doc Ref. 2.12).

## 3. Harbour Facilities

### 3.1 Applications: Prescribed Forms and Procedure Regulations

- 3.1.1 Regulation 6(3) of the APFP requires that where an application for development consent is for the construction or alteration of harbour facilities, it must be accompanied by a statement setting out why the making of the order is desirable in the interests of:

- securing the improvement, maintenance or management of the harbour in an efficient and economical manner; or
- facilitating the efficient and economic transport of goods or passengers by sea or in the interests of the recreational use of sea-going ships.

## 3.2 Regulation 6(3) Information

- a) 'securing the improvement or management of the harbour in efficient and economical manner'

3.2.1 The Sizewell C Project includes the construction of a beach landing facility, which would be used throughout the construction and operation of Sizewell C, receiving numerous deliveries by sea in an area where local fishing vessels and recreational vessels frequently travel.

3.2.2 As part of the DCO, SZC Co. is seeking various harbour powers, including the power to establish a harbour authority. SZC Co. requires the establishment of a harbour in order to ensure that it can control navigation to and from the beach landing facility as well as vessel movements used for the construction of the offshore cooling water infrastructure. Management of the harbour area by a harbour master allows controlled co-ordination of vessel movements thereby increasing navigational safety. Powers bestowed on the harbour master would also provide for compulsory instructions to vessels within the harbour area to ensure safe and uninterrupted access to the beach landing facility and construction sites.

- b) 'facilitating the efficient and economic transport of goods or passengers by sea or in the interests of the recreational use of sea-going ships'

3.2.3 The establishment of the beach landing facility would enable abnormal indivisible loads (AILs), rock armour and some construction materials for the Sizewell C Project to be brought directly to the main development site by sea, reducing the need to transport material by road. The alternative of using road transport, for AILs particularly (which would require escorts and potential road closures), would result in potential significant effects such as the potential for increased road traffic accidents and additional traffic congestion and noise. The establishment of a beach landing facility would also introduce resilience, adding another means to deliver materials during the construction and operation of Sizewell C.

3.2.4 Whilst the Sizewell C Project does not meet the thresholds defined in the Planning Act 2008 for a harbour, the equivalent information is provided in

**Volume 2, Chapter 3 and Volume 2 Chapter 24** of the **Environmental Statement (ES)** (Doc Ref. 6.3).

## 4. Hazardous Waste Facility

### 4.1 Applications: Prescribed Forms and Procedure Regulations

4.1.1 Regulation 6(5) of the APFP Regulations requires that where an application for development consent is for the construction or alteration of a hazardous waste facility, the application must be accompanied by a statement detailing the proposed purpose of the facility and an estimate of the annual capacity of the plant for the final disposal or recovery of hazardous waste.

### 4.2 Regulation 6(5) information

4.2.1 A conventional waste store would be located at the main development site and would be one of the ancillary buildings.

4.2.2 Hazardous and non-hazardous wastes would be securely stored at the conventional waste store whilst awaiting removal from site. Waste oils would not be stored in the conventional waste store and would instead be stored elsewhere on-site in the oil and grease store.

4.2.3 Separate facilities at the main development site are proposed for the processing and storage of radioactive waste. These are not referred to further in this document but are explained in **Volume 2, Chapter 7** of the **ES** (Doc Ref. 6.3).

#### a) Purpose of the conventional waste store

4.2.4 The purpose of the conventional waste store would be for the storage of both hazardous and non-hazardous waste. Zones or bays would be allocated for various waste types and hazardous items would be segregated and stored separately from non-hazardous waste and other incompatible hazardous waste types.

4.2.5 The conventional waste store would temporarily store waste until in sufficient quantities to merit its collection. A specialist contractor would collect waste for recovery, recycling or final disposal off-site at appropriately permitted waste management facilities.

#### b) Estimated annual capacity of conventional waste store

4.2.6 SZC Co. has estimated that the conventional waste store would have sufficient capacity to accommodate the temporary storage of 1,140 tonnes of



annual waste arisings including inert, hazardous and non-hazardous waste at the main development site. The regularity of waste collection has been considered in the development of the capacity of the conventional waste store. Information on the anticipated waste generation for the Sizewell C Project is in **Volume 2, Chapter 8** of the **ES** (Doc Ref. 6.3); in particular the **Waste Management Strategy (Appendix 8A of Volume 2)**.