



# The Sizewell C Project

## 8.16 Community Safety Management Plan (CSMP)

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## 1. Executive Summary

- 1.1.1 The **Community Safety Management Plan (CSMP)** (Doc Ref. 8.16) considers the potential effect on community safety that the construction of the Sizewell C Project may have and sets the strategy for mitigating any negative impacts through monitoring and management, making use of the most appropriate resources.
- 1.1.2 The **CSMP** is intended as an evolving ‘live’ document, sign-posting and making reference to measures and mitigation, on-going governance and reporting / monitoring that will be secured elsewhere within the application for development consent and the Section 106 agreement. The **CSMP** does not provide any additional assessment of effects, but seeks to focus on the community safety elements of effects identified elsewhere in the application for development consent, primarily the **Environmental Statement (ES)** (Doc Ref. Book 6).
- 1.1.3 Identification of potential risks / effects and measures to address these (where required) has been developed by SZC Co., drawing on engagement with the emergency services and local authorities, through a Community Safety Working Group, and meetings with individual stakeholders. A separate Sizewell C Health Working Group (SHWG) has also been established and a number of issues have been raised through this, as well as through engagement with housing officers at East Suffolk Council (ESC) and adult and children’s social care teams at Suffolk County Council (SCC).
- 1.1.4 Responsibility for addressing issues of community safety will rest with the body with the appropriate skills and experience and, in some instances, the statutory duty and powers. SZC Co. recognises the importance of collaborative working with key public service providers in this respect and, where necessary and appropriate, additional resourcing will be agreed and secured via the Section 106 agreement which will accompany the Development Consent Order (DCO) to support this.
- 1.1.5 SZC Co. has also embedded a number of mitigation measures within the Sizewell C Project, including the provision of project accommodation (accommodation campus and caravan site); on site security, emergency response and healthcare provision; a Worker Code of Conduct; mandatory drug and alcohol testing; security vetting and a comprehensive community engagement strategy.
- 1.1.6 Key areas to be considered by partners to manage potential impacts of the Sizewell C Project on community safety have been identified. These predominantly relate to the impact of Sizewell C Project traffic and the change in population as a result of non-home-based (NHB) workers (and, in

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some cases, their families) moving to the area to work on the Sizewell C Project and comprise:

- Impact of the increase in population on demand for services.
- Impact of this population on crime (both by and against the workforce) and policing.
- Impacts on the night-time economy and on licensed premises, and potentially on drug related crime.
- Impacts on specific locations where concentrations of NHB workers take temporary accommodation in the area, including anti-social behaviour and nuisance.
- Impacts of the proposed main development site accommodation campus and caravan park on land east of Eastlands Industrial Estate (LEEIE) in Leiston.
- Impacts associated with workers' use of temporary accommodation, including use of spare rooms and fire safety.
- Accidents on-site and safety aspects for the public, SZC Co. staff and emergency service responders and in associated developments and activities relating to the Sizewell C Project including workforce travel and transport of materials.
- Traffic volumes and effects on road capacity and specific events such as delivery of road-borne Abnormal Indivisible Loads (AILs) which may have the potential to affect emergency service response times to the immediate locality and surrounding communities, as well as affect the ability of social care providers / patient transport to support the community.
- Impacts on equality target groups and community cohesion, including on vulnerable groups.

1.1.7 Details of the formal assessment of socio-economic impacts are set out in **Volume 2, Chapter 9** of the **ES**. Details of impacts on road traffic and its implications are set out in the **Transport Assessment** (Doc Ref. 8.5).

1.1.8 This **CSMP** begins by setting out the baseline of current community safety and emergency services provision in Suffolk. It goes on to provide a summary of the relevant technical evidence base for the expected effects of the Sizewell C proposals relevant to community safety. It sets out the embedded mitigation measures proposed by the Sizewell C Project before identifying the community safety related issues and potential impacts that SZC Co. in liaison with the community safety stakeholders in Suffolk will

seek to manage – including identifying appropriate means of monitoring and suitable mitigations. The quantum of any Section 106 contributions will be negotiated separately with individual stakeholders and is not set out in the **CSMP**.

1.1.9 During the construction phase of the Sizewell C Project, the Community Safety Working Group would remain the key stakeholder group in respect of matters related to the **CSMP** and would deliver the objectives identified, monitor impacts on community safety and the emergency services, address community safety issues and make recommendations for action where appropriate.

1.1.10 The **CSMP** will establish principles of governance arrangements for the Community Safety Working Group. Each representative would be responsible for the flow of information into that part of the community or community activity for which they are responsible. They would also be responsible for bringing community feedback from the area in question to the group. This **CSMP** includes a summary of the relationships with each of the service providers, including an overview of community safety incident response arrangements and ways of working by SZC Co. and the community safety and emergency services.

## 2. Introduction

### 2.1 Overview

2.1.1 This **CSMP** has been developed through a process of collaborative working with the emergency services, health stakeholders and the local authorities (hereafter “service providers”). This has been achieved through a programme of workshops and bi-lateral meetings.

2.1.2 SZC Co. has worked with the following service providers to identify potential risks/effects of the Sizewell C Project on community safety, and measures to address them:

- SCC.
- ESC.
- Suffolk Constabulary.
- Suffolk Fire and Rescue Service.
- East of England Ambulance Service Trust.
- Public Health Suffolk.

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- Ipswich and East Suffolk Clinical Commissioning Group.
- East Suffolk and North Essex NHS Foundation Trust.
- Norfolk and Suffolk NHS Foundation Trust.
- Maritime and Coastguard Agency.

2.1.3 The **CSMP** outlines the approach to community safety in Suffolk and considers the potential impact of the construction of Sizewell C. It sets a strategy for mitigating any negative impacts through monitoring and management, making use of the most appropriate resources, as agreed between stakeholders.

2.1.4 Where appropriate, implementation of measures set out in the **CSMP** will be secured through obligations in the Section 106 Agreement (see **draft Section 106 Heads of Terms**, provided as **Appendix J** to **Planning Statement** (Doc Ref. 8.4)), where not secured via the **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) (which will itself be secured by requirement).

2.1.5 A formal review of public service impacts arising from the Sizewell C Project is set out in the socio-economic chapter, **Volume 2, Chapter 9** of the **ES**. Details of impacts on road traffic and its implications are set out in the **Transport Assessment** (Doc Ref. 8.5).

## 2.2 Context

2.2.1 The Sizewell C Project would bring significant economic benefits to the local and regional economy but there is also potential for negative impacts, particularly to local communities during the construction phase.

2.2.2 The construction of Sizewell C would be one of the largest and technologically complex projects in the UK. It would generate significant employment opportunities for local people (home-based (HB) workers), and workers from further afield (NHB workers) who would move to the area temporarily to work on the Sizewell C Project.

2.2.3 SZC Co. has undertaken four stages of formal consultation over an extended period prior to the submission of the application for DCO and service providers have responded formally to this.

2.2.4 In addition, a number of socio-economic working groups have been established through which SZC Co. has worked to develop its approach to forecasting, managing and mitigating impacts of the development, and maximising benefits to local residents. These have included workshops and bi-lateral meetings with the service providers.

2.2.5 Through consultation, SZC Co. has presented information on the Sizewell C Project, its likely workforce requirements and socio-economic profile. SZC Co. has also collected lessons learnt from the Hinkley Point C project in Somerset which is already under construction and has presented these to stakeholders.

2.2.6 Service providers have shared their experience of existing issues, concerns associated with the Sizewell C Project, and reported experience from their own liaison with counterparts at Hinkley Point C. Suffolk Constabulary is also undertaking its own modelling – utilising data provided by SZC Co. – to assess potential changes in number and type of incidents and associated change in demand and resourcing requirements.

2.2.7 This process of engagement has captured all views, whether supported by an evidence base or perceived and all of the above has informed the proposed approach to planning for joint working to avoid, manage and mitigate impacts. The **CSMP** has been written to consider potential community safety impacts and measures to address these through proactive and collaborative working between SZC Co. and service providers.

## 2.3 Scope of Community Safety Management Plan

2.3.1 This document deals with community safety in relation to the proposed Sizewell C Project, that is, potential incidents within the community.

2.3.2 This strategy does not include potential impacts on roads policing or the movement of workers or components and materials to the site. Potential mitigation measures have been developed separately for these, as set out in the appendices to the **Transport Assessment** (Doc Ref. 8.5); **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8), **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7), and **Traffic Incident Management Plan (TIMP)** (Doc Ref. 8.6).

2.3.3 Further detail on the approach to assessment and community facing aspects of the Sizewell C Project may be found in:

- **Volume 2, Chapter 9** of the **ES**: Socio-economics, including:
  - **Appendix 9A**: Technical Note 1 – Workforce Profile
  - **Appendix 9B** – Technical Note 2 – Demographic Benchmarks and Workforce Characteristics.
  - **Appendix 9C** – Technical Note 3 – Workforce Spatial Distribution.



– **Appendix 9D** – Technical Note 4 – Accommodation Datasets and Assumptions.

- **Volume 2, Chapter 27** of the **ES**, Major Accidents and Disasters.
- **Volume 2, Chapter 28** of the **ES**, Health and Wellbeing.
- **Accommodation Strategy** (Doc Ref. 8.10).
- **Economic Statement** (Doc Ref. 8.9).
- **Transport Assessment** (Doc Ref. 8.5).
- **Code of Construction Practice (CoCP)** (Doc Ref. 8.11).

## 2.4 Objectives

2.4.1 The objectives of the **CSMP** are to:

- set out an agreed baseline for current community safety and emergency services provision in Suffolk;
- set out the mitigation measures proposed by the Sizewell C Project;
- provide a summary of the relevant technical evidence base for the expected effects of the Sizewell C Project relevant to community safety;
- identify the community safety related issues and potential impacts that SZC Co. in liaison with the community safety service providers in Suffolk will seek to manage;
- identify appropriate means of monitoring and suitable mitigations for potential impacts; and
- establish principles of governance arrangements for the Community Safety Working Group which would be responsible for mitigation and monitoring measures and mapping out resource implications.

## 2.5 Structure

2.5.1 The remainder of this **CSMP** is structured as follows:

- **section 2** sets out the function of the **CSMP** service providers;
- **section 3** sets out the technical assumptions for the estimate of NHB workers that informs the assessment of likely significant impacts on the provision of community services;

- **section 4** sets out the potential impacts of the Sizewell C Project on community safety and community services, and the proposed embedded (primary), additional (secondary) and tertiary strategies for managing and mitigating the community safety and emergency services impact of the Sizewell C Project;
- **section 5** sets out the principles of governance and management arrangements for the **CSMP**.

### 3. CSMP stakeholder roles and functions

#### 3.1 Stakeholder roles and functions

3.1.1 **Table 3.1** provides a summary of community safety related roles and functions relevant to this **CSMP**. As such it includes a summary of all relevant service providers within the defined 60 minute travel area of the site, which represents the spatial scale of the **CSMP**, corresponding with the area in which NHB workers are expected to seek accommodation.

**Table 3.1: Summary of community safety roles and functions**

Service provider	Summary of community safety roles and functions
East Suffolk Council.	<p>Local authorities have community safety related duties under a number of pieces of legislation, (including the Crime &amp; Disorder Act 1998 (Ref. 1.1) which saw the establishment of Community Safety Partnerships between authorities, the police and other organisations to draw up strategies to reduce crime and disorder).</p> <p>Key policies encompassing community wellbeing &amp; safety include the East Suffolk Safeguarding Children, Young People and Adults at Risk of Abuse Policy (Ref. 1.2).</p> <p>In addition, ESC has responsibility for related services including: CCTV, housing, clean surrounds/street cleaning, licensing, environmental protection/health, equalities, etc.</p>
Suffolk County Council.	<p>Local authorities, including SCC, have community and public safety-related duties under a number of pieces of legislation (including the Crime &amp; Disorder Act 1998 (Ref. 1.1), Health and Social Care Act 2012 (Ref. 1.3), The Health Protection Regulations 2010 (Ref. 1.4) and the Children Act 2004 (Ref. 1.5)).</p> <p>Services commissioned or provided by SCC relevant to community safety, some required by legislation, include fire and rescue services, emergency planning, public health and specific services including 0-19 services (e.g. school nurses and Family Nurse Partnership), drug and alcohol support services, support to vulnerable young people and domestic abuse support services.</p> <p>SCC work closely with third sector organisations around community safety.</p>
Suffolk Constabulary.	<p>The Suffolk Police and Crime Plan 2017–2021 (Ref. 1.6) sets out four objectives:</p> <p>Objective 1: responding to calls for urgent assistance.</p> <p>Objective 2: caring about victims, communities, the local economy and our</p>

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Service provider	Summary of community safety roles and functions
	<p>people.</p> <p>Objective 3: protecting the most vulnerable people and communities by preventing, reducing and solving crime and anti-social behaviour.</p> <p>Objective 4: making Suffolk safer – ethical, efficient and effective services with the right resources.</p> <p>As at Q1 2019/20 the force had 1,116 full time equivalent police officer posts. Suffolk Constabulary is responsible for policing across Suffolk County. Sizewell is covered by the Leiston Safer Neighbourhoods Team, which has priorities to deal with mental health and vulnerable people, anti-social behaviour and domestic violence.</p>
Suffolk Fire & Rescue Service.	<p>The primary role of Suffolk Fire and Rescue Service is to deliver effective prevention, protection and emergency response services.</p> <p>This includes responses to fires, road traffic accidents and special services, including dealing with hazardous materials and other rescues.</p> <p>The 2019-2022 Suffolk Fire and Rescue Service Plan (Ref. 1.7) also includes prevention and community safety activities, with outcomes including:</p> <p><i>“People, businesses and local communities are more resilient and safer from harm by working with us to protect themselves and prevent emergencies happening”</i> and</p> <p><i>“Our 999 emergency response supports people, businesses and local communities to resolve emergency events and to protect life, property and the environment”</i> and</p> <p><i>“We will continue our work with partners and colleagues within the County Council to ensure we are informed and responding to the planned Sizewell C development on the Suffolk Coast. We will ensure that our response takes account of the impact of the development on all aspects of fire and rescue related work in and around the area of Sizewell.”</i></p> <p>Suffolk Fire &amp; Rescue is responsible for relevant services across the County. Leiston has an ‘on call’ part-time fire station.</p>
East of England Ambulance Service NHS Trust.	<p>East of England Ambulance Service NHS Trust provides response to emergency calls made through the 999 system in Suffolk, Norfolk, Essex, Bedfordshire, Hertfordshire and Cambridgeshire.</p> <p>East of England Ambulance Service NHS Trust also responds to health care professional calls and, where contracted, provides a non-emergency patient transport service.</p> <p>East of England Ambulance Service Trust provides emergency medical treatment, diagnosis, transport and discharge of patients as required. East of England Ambulance Service Trust benefit from lay volunteers who provide support through Community First Responder schemes across the region, with the Leiston responders providing five staff to assist with life threatening calls within a five-mile radius of the village, including Sizewell.</p>
Ipswich and East Suffolk Clinical Commissioning Group.	<p>Ipswich and East Suffolk Clinical Commissioning Group is a group of 40 GP practices in Ipswich and the eastern part of Suffolk. It commissions local healthcare services across Ipswich and East Suffolk, including: community health services; maternity services; urgent and emergency care such as A&amp;E, ambulance and out-of-hours services; elective hospital care; mental health services; sexual health services; and continuing healthcare.</p> <p>Among its clinical priorities is ensuring high quality local services.</p>

Service provider	Summary of community safety roles and functions
East Suffolk and North Essex NHS Foundation Trust.	East Suffolk and North Essex NHS Foundation Trust provides hospital and community health care services for Colchester, Ipswich and local areas – including from Ipswich and Colchester hospitals, and Aldeburgh, Clacton, Halstead, Harwich and Felixstowe community hospitals.
Norfolk and Suffolk NHS Foundation Trust.	Norfolk and Suffolk NHS Foundation Trust provides mental health and learning disability services across Norfolk and Suffolk. It provides and co-ordinates high quality, excellent and cost-effective services, together with a commitment to research and innovation.  Services include: child and adolescent mental health; community mental health; crisis resolution; inpatient care; older people and dementia; drugs and alcohol; learning disability; community eating disorder; and wellbeing and improving access to psychological therapies.
The Maritime and Coastguard Agency.	The Maritime and Coastguard Agency works to prevent loss of life on the coast and at sea. It provides a 24-hour maritime search and rescue service around the UK coast, and international search and rescue through HM Coastguard.

## 4. Overview of project assumptions

4.1.1 This section summarises the technical evidence base that informs the likely impacts on the Sizewell C Project on the provision of community safety. This evidence is drawn from the socio-economics Environmental Impact Assessment and appendices listed above - **Chapter 9** and **Appendices 9A, 9B, 9C, 9D** of **Volume 2** of the **ES**.

### 4.1 Workforce profile

4.1.1 Socio-economic effects are primarily related to the size, characteristics and distribution of the workforce. The number of people required to construct Sizewell C is set out in a workforce profile which describes the change in employment required as a result of construction activity across the duration of the construction phase of the Sizewell C Project.

4.1.2 The workforce profile and further detail on how this is calculated is set out in **Appendix 9A** of **Volume 2** of the **ES** – Technical Note 1 – Workforce Profile.

4.1.3 **Volume 2, Chapter 9** of the **ES** – Socio-economics – presents assessments, where appropriate, at the peak of construction workforce demand, representing the potential reasonable worst case effect on, for example, demand for accommodation and public services.

4.1.4 It is recognised that some effects may occur at different stages of the construction phase, that mitigation may require a lead-in time to ensure that it is effective, and that effects may be determined by the change in workforce over time compared to the components of the Sizewell C Project,



such as project accommodation provision. As such, where appropriate, assessments are made in the context of annual change over the duration of the construction phase.

4.1.5 The Sizewell C Project’s socio-economic effects are driven by two core assumptions about the construction workforce:

- the number of workers required over time, by skill / role, and the extent to which they could be sourced from existing labour markets (HB) or would temporarily move to the area (NHB); and
- the spatial distribution of NHB workers (by accommodation type) across the area.

4.1.6 The workforce profile sets out a peak of 7,900 workers – this is a precautionary approach to ensure that appropriate mitigation can be applied.

4.1.7 It is estimated that at peak construction there would be 5,884 NHB workers. These are expected to locate within 60-minutes travel distance from the main development site. This area has been defined as a collection of wards within the extent of this distance and is the spatial extent of the study area for the **CSMP**.

4.1.8 **Table 4.1** sets out the estimated average annual number of workers HB and NHB workers by year of construction (excluding permanent operational staff who will join the Sizewell C Project around peak).

**Table 4.1: Predicted average breakdown of home-based and non-home based workers by year of construction (excluding permanent operational staff who will join the Sizewell C Project around peak)**

Year	Workers	
	HB	NHB
1	220	520
2	510	1,060
3	940	2,130
4	1,140	3,020
5	1,560	4,350
6	1,810	5,000
7	1,780	5,780
8	1,610	4,580
9	1,180	2,690

Year	Workers	
	HB	NHB
10	420	920
11	240	590
12	100	280

## 4.2 Spatial distribution of workforce and accommodation assumptions

4.2.1 The NHB workers would make use of a variety of accommodation types whilst working on the Sizewell C Project, including the accommodation campus, caravan site on LEEIE, private-rented, tourist and owner-occupied accommodation.

4.2.2 A spatial distribution of workers has been calculated using a gravity model and a set of accommodation assumptions. The gravity model is a distance decay model based on workers’ propensity to travel to work, informed by value of time estimates and the location of available and affordable accommodation. Further details are set out in **Volume 2, Chapter 9, Appendix 9C** of the **ES – Technical Note 3 – Workforce Spatial Distribution** and **Volume 2, Chapter 9, Appendix 9D** of the **ES – Technical Note 4 – Accommodation Datasets and Assumptions**.

4.2.3 NHB workers may also make use of latent accommodation, including local residents letting out spare rooms. The gravity model makes no assessment of the likelihood of workers using latent accommodation but the stock of latent bedspaces is likely to follow the general distribution of the overall stock in family homes, rented, social rented and tourist accommodation.

4.2.4 In terms of likely significant effects, **Volume 2, Chapter 9** of the **ES** sets out that – in accommodation terms – these are only predicted to the east of the A12. The assessment of impacts on private rented accommodation in the ten wards closest to the site concludes:

- in Leiston, Aldeburgh, Saxmundham and Yoxford, the demand for private rented sector (PRS) from the Sizewell C Project workforce is anticipated to exceed the frictional vacancy leading to potential major adverse effects that would be significant prior to mitigation. The most significant effects are identified in Leiston and Aldeburgh;
- in Rendlesham and Snape, the demand for PRS from the Sizewell C Project workforce is anticipated to account for between 50% and 100% of the frictional vacancy in the peak year – this is considered

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within the capacity required for the sector to operate, though has been highlighted as a potential risk and is considered a moderate adverse effect that would be significant prior to mitigation.

- in Halesworth, Sutton, Orford & Tunstall and Framlingham, the demand for PRS from the Sizewell C Project workforce is anticipated to account for less than 50% of the frictional vacancy in the peak year – this is considered within the capacity required for the sector to operate and is considered a low risk that may cause minor adverse effects, that would be not significant.

4.2.5 In terms of tourist accommodation, it is predicted that workers may seek tourist sector accommodation equivalent to up to around 27% of the overall stock in Aldeburgh and 41% of the overall stock in Leiston. Elsewhere, negligible to minor adverse effects may occur in Yoxford, Saxmundham and Snape, though in the context of the overall stock and type of accommodation, these effects are likely to be minor and short-lived and would be not significant.

4.2.6 In terms of owner-occupied accommodation, impacts are considered negligible at all spatial scales except for Leiston where there may be a minor adverse effect resulting in higher than usual demand for family-type accommodation for several years towards the peak. These effects would be not significant.

4.2.7 While accommodation impacts cannot be used as a direct proxy for potential community impacts, the concentration of effects close to the site indicates that these are the locations the **CSMP** measures should predominantly focus on. Within these, it is proposed that Leiston should be the primary focus because:

- the Sizewell C Project caravan site and off-site sports facilities are located in Leiston; and
- it is the nearest town to the on-site accommodation campus, with facilities such as supermarkets, pubs and takeaways that are likely to be attractive to workers.

4.2.8 Pre-existing housing characteristics, plans and pressures may exacerbate vulnerability in Leiston particularly. The **Accommodation Strategy** (Doc Ref. 8.10) sets out how particular sensitivities have been identified between SZC Co. and ESC.

### 4.3 Demographic benchmarks and workforce characteristics

4.3.1 The possible demographic make-up of the NHB workforce is important to help inform the assessment of demand for local services to direct mitigation to where it would be most effective.

4.3.2 **Volume 2, Chapter 9, Appendix 9B** of the **ES** – Technical Note 2 – Demographic Benchmarks and Workforce Characteristics sets out that, based on 2011 Census data, the United Kingdom (UK) construction industry is overwhelmingly male and in the 20-49 age-range. Some notable points are evidence of an ageing workforce since 2001, and a significant proportional increase in female construction employees (up 54% since 2001, compared to 25% growth in male construction workers).

4.3.3 It is expected that some NHB workers will bring their families to live in the area. **Volume 2, Chapter 9, Appendix 9B** of the **ES** sets out that there could be up to 197 dependent children living with workers at peak and 375 other family members within the 60-minute travel area.

### 4.4 Other assumptions and information provision

4.4.1 All assessments on the socio-economic effects of construction workers relate to the overall peak of the Sizewell C Project when the number of NHB workers is at its largest point. SZC Co. recognises that there may be some differences in the demographic profile, accommodation choices and distribution of workers in the years before project accommodation is provided, but notes based on the assumptions above that these workforce levels will be less than the overall peak.

4.4.2 In order to support emergency service resource planning, SZC Co. has provided Suffolk Constabulary with a monthly breakdown of workforce split by HB and NHB, a split of the workforce by accommodation type at peak, information related to the ward-level distribution of NHB workers at peak, and information related to the demographic profile of workers. This information is described in full within:

- **Volume 2, Chapter 9** of the **ES**: Socio-economics, including:
  - **Appendix 9A**: Technical Note 1 – Workforce Profile.
  - **Appendix 9B**: Technical Note 2 – Demographic Benchmarks and Workforce Characteristics.
  - **Appendix 9C**: Technical Note 3 – Workforce Spatial Distribution.
  - **Appendix 9D**: Technical Note 4 – Accommodation Datasets and Assumptions.



## 5. Assessment of potential impacts on community safety and community services and proposed mitigation

### 5.1 Introduction

5.1.1 This section sets out the potential impacts of the Sizewell C Project on community safety and community services, and the proposed strategies for managing these impacts. It draws on the technical assessment of the impact of the NHB workforce on public services set out in the main development site **Volume 2, Chapter 9** of the **ES: Socio-economics** and **Volume 2, Chapter 28** of the **ES: Health and Wellbeing**.

5.1.2 Responsibility for addressing issues of community safety will rest with the body with the appropriate skills and experience and, in some instances, the statutory duty and powers. This will vary dependant on the issue although will typically be addressed by a combination of SZC Co., Sizewell C project contractors and the service providers set out in **Table 3.1**.

5.1.3 SZC Co. will support the appropriate bodies to maintain their current level of service provision with no disadvantage in light of the potential impacts which may be associated with the portion of the Sizewell C workforce that is net additional (this will comprise those NHB workers not taking local accommodation and paying council tax e.g. those on the accommodation campus or caravan site or in tourist accommodation – see **Volume 2, Chapter 9** of the **ES** for further detail).

### 5.2 Assessment of potential impacts on community safety and community services and mitigation

#### a) Overview

#### i. Risks and potential effects on community safety

5.2.1 **Volume 2, Chapter 9** of the **ES** sets out a formal technical assessment of the impacts on emergency services and community cohesion and integration as a result of the Sizewell C Project.

5.2.2 A broader risk identification exercise has also taken place in collaboration with the local authorities, health stakeholders and emergency services. Potential risk areas raised are:

- Impact of this population on crime (both by and against the workforce) and policing.
- Impacts on the night-time economy and on licensed premises, and potentially on drug related crime.

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- Impacts on specific locations where concentrations of NHB workers take temporary accommodation in the area, including anti-social behaviour and nuisance.
- Impacts of the proposed main development site accommodation campus and caravan park on LEEIE in Leiston.
- Impacts associated with workers' use of temporary accommodation, including use of spare rooms and fire safety.
- Accidents on-site and safety aspects for the public, SZC Co. staff and emergency service responders and in associated developments and activities relating to the Sizewell C Project including workforce travel and transport of materials.
- Traffic volumes and effects on road capacity and specific events such as delivery of road-borne Abnormal Indivisible Loads (AILs) which may have the potential to affect emergency service response times to the immediate locality and surrounding communities.
- Impacts on equalities target groups and community cohesion, including on vulnerable groups.
- The resourcing implications arising from the safety aspects above including the propensity for incidents that result in demand for multiple services across all emergency service providers, recognising that incidents identified through engagement with emergency services often have cross-service resource implications.

ii. [Key project mitigation](#)

5.2.3 Any assessment of potential effects carries an element of uncertainty. The technical assessments across the **ES** and **Transport Assessment** (Doc Ref. 8.5) set out a reasonable worst case assumption for planning purposes but agreed mitigation measures described throughout the rest of this **CSMP** should be flexible enough to allow for resources to be deployed to address issues as they arise.

5.2.4 SZC Co. has linked effects to specific mitigation measures designed to manage and mitigate any adverse effects with respect to community safety and these will be referred to in more detail under the risk areas set out below.

5.2.5 Further detail on each risk area is set out below. This does not state mitigations provided by service providers in accordance with their current duties. The potential need for additional resourcing to allow service providers to continue to fulfil these duties in light of an increased local

population is recognised and will be addressed through the Section 106 agreement for the Sizewell C Project where necessary.

5.2.6 **Volume 2, Chapter 9**, of the **ES** sets out a number of mitigation measures embedded into the Sizewell C Project that will serve to reduce or avoid effects on community safety. These are set out in **Table 5.1**.

**Table 5.1: Sizewell C Project mitigation measures contributing to Community Safety**

Measure	Details
24/7 on site security team.	<ul style="list-style-type: none"> <li>Will include Operation Spire to support dealing with any on-site protests.</li> <li>Main development site will have security fencing, CCTV and badged access via turnstiles only.</li> <li>Associated Development sites will have 24/7 security.</li> <li>Secured by design and target hardening measures will be set out in detailed design as part of requirements discharge, where applicable.</li> </ul> <p><i>NOTE: The Developer's security remit extends only to workers on the main development site or associated development sites (including campus and caravan site only) – Suffolk Constabulary would be responsible for responding to crime by or against the workforce in the community.</i></p>
On site fire and rescue capability.	<ul style="list-style-type: none"> <li>24/7 on-site fire to provide first response to incidents / deal with small fires.</li> <li>Contractors to be required to effect their own rescue from any equipment they bring on to site.</li> <li>Suffolk Fire and Rescue Service required for larger fires</li> </ul>
Emergency co-ordinator.	<ul style="list-style-type: none"> <li>Co-ordinator to appraise incident / situation; allocate available site-based resource; contract emergency services to request assistance.</li> <li>Ensures one point of contact for 999 calls.</li> <li>Will meet emergency services at agreed rendezvous point and escort emergency services to scene of incident.</li> <li>In addition, contact person for each emergency service for day-to-day liaison, site familiarisation visits etc. to be identified.</li> <li>Site familiarisation visits to be agreed / funded for emergency services under Strategic Relationship Protocols and Section 106 Agreement (see <b>draft Section 106 Heads of Terms</b>).</li> </ul>
Occupational Health Service.	<ul style="list-style-type: none"> <li>The provision of a comprehensive on-site occupational health service providing a wide range of services as secured through an obligation in the Section 106 Agreement (see <b>draft Section 106 Heads of Terms</b>). The full scope is set out in <b>Chapter 28, Volume 2</b> of the <b>ES</b> (Health and Wellbeing) and <b>Appendix 28A - Health Technical Note 1</b>.</li> <li>All Tier 1 contractors will have TMIC (trauma and medical immediate care training) (or similar), allowing site to effect first response to incidents, supported by Sizewell Health.</li> <li>East of England Ambulance Service support will be required for</li> </ul>

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Measure	Details
	workers injured on construction sites and associated development sites (including accommodation campus and caravan site) needing accident and emergency care.
Security vetting of workers on main development site.	<ul style="list-style-type: none"> <li>Vetting to ensure that workers do not pose a risk to the Sizewell C Project, other workers or the community.</li> </ul>
Drug and alcohol testing.	<ul style="list-style-type: none"> <li>Mandatory testing pre-start on project plus random and for cause testing on site. Limits will be applied for ability to work on site. Drug and alcohol testing will be set out in the Worker Code of Conduct and therefore will apply to every contractor or worker on the Sizewell C Project.</li> </ul>
Accommodation campus and caravan site.	<ul style="list-style-type: none"> <li>Good quality project managed accommodation will help attract and retain a high quality workforce as well as helping manage worker behaviour.</li> <li>On site campus bars, restaurants, gym and campus-run events e.g. quiz nights, available to all Sizewell C workers.</li> </ul>
Sport and recreation facilities	<ul style="list-style-type: none"> <li>Off-site sports facilities to be provided in Leiston as part of the Sizewell C Project and available to all workers.</li> <li>SZC Co. will construct or provide a contribution to fund the construction and maintenance of a 3G pitch and two multi-use games areas in Leiston (see <b>draft Section 106 Heads of Terms</b>).</li> <li>Location at Alde Valley School and adjacent to Leiston leisure centre will allow shared community use and promote community cohesion e.g. through leagues.</li> </ul>
Accommodation Strategy.	<ul style="list-style-type: none"> <li>Including a portal to allow providers to register available accommodation which would also be used to communicate required safety / quality standards e.g. fire safety.</li> <li>A housing fund will be provided via the Section 106 Agreement to provide grants / loans to implement improvement measures / meet required standards (see <b>draft Section 106 Heads of Terms</b>).</li> <li>Workforce survey will allow identification of concentrations of NHB workers and help determine allocation of Section 106 funds via a socio-economic advisory group.</li> <li>See <b>Accommodation Strategy</b> (Doc Ref. 8.10) for additional detail.</li> </ul>
Transport mitigation measures.	<ul style="list-style-type: none"> <li>Including new road and rail infrastructure and highway improvements, plus a <b>CWTP</b> (Doc Ref. 8.8), <b>CTMP</b> (Doc Ref. 8.7) and a <b>TIMP</b> (Doc Ref. 8.6). See <b>Transport Assessment</b> (Doc Ref. 8.5).</li> <li>The implementation of the <b>CWTP</b>, <b>CTMP</b> and <b>TIMP</b> will be secured through the Section 106 Agreement (see <b>draft Section 106 Heads of Terms</b>).</li> <li>See below for details.</li> </ul>
Employment, Skills and Training Strategy.	<ul style="list-style-type: none"> <li>A set of measures with the aim of helping local people to secure work on the Sizewell C Project and with a focus on social value.</li> <li>See Employment, Skills and Education Strategy - <b>Annex A</b> to the <b>Economic Statement</b> (Doc Ref. 8.9). The implementation of the Employment, Skills and Education Strategy will be</li> </ul>



Measure	Details
	secured through the Section 106 Agreement (see <b>draft Section 106 Heads of Terms</b> ).

**Strategic Relationship Protocols and collaborative working**

- 5.2.7 In all risk areas collaborative working with service providers will be essential in monitoring and mitigating any impact. Monitoring and review of community safety effects and the effectiveness of mitigation will be carried out through the Community Safety Working Group, as set out below. The Community Safety Working Group will report into a broader Socio-economic Advisory Group which will facilitate shared learning across different topics.
- 5.2.8 The Community Safety Working Group and the Socio-economic Advisory Group will both be established under the Section 106 agreement which will contain details of the governance arrangements for these groups and their interactions (see **draft Section 106 Heads of Terms**).
- 5.2.9 Strategic Relationship Protocols will be developed with each emergency service provider (police, fire, ambulance, coastguard) in order to set out the roles and responsibilities of SZC Co. and each of the service providers in responding to community safety issues related to the Sizewell C Project.
- 5.2.10 The sensitive nature of the content of Strategic Relationship Protocols prevents their publication as part of the DCO. A redacted and simplified overview will be provided for Examination. Strategic Relationship Protocols are not contractual but require a signature to reinforce the commitment by organisations to work together.
- 5.2.11 However, in summary Strategic Relationship Protocols will include details, where relevant, in relation to deliverables, resources, training exercises and principles of additional training requirements, provision of equipment, sharing of information, site access arrangements, communication and incident response recourses.

**Managing site safety**

- 5.2.12 Health and safety measures to protect people and the environment supporting SZC Co.’s commitment to Zero Harm are set out in the **CoCP** (Doc Ref. 8.11).
- 5.2.13 Parts B and C of the **CoCP** detail the site-specific control measures that would be implemented to minimise and manage the impact from construction activities on people, public access and community safety.

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- 5.2.14 The **CoCP** also sets out that SZC Co. will require all contractors to comply with all relevant legislative controls, construction health, safety and environmental standards and other relevant best practice methodologies.
- 5.2.15 Effective community engagement is an important part of maintaining community safety during construction. The **CoCP** sets out a range of measures to promote engagement. In the event of a complaint where the activity could represent a direct risk to health and safety, the environment or security, SZC Co. would take appropriate action immediately, including giving consideration to a suspension of activities. The engagement strategy will ensure the local area is informed about what is happening on the Sizewell C Project in a timely manner, is able to easily contact the Sizewell C Project with questions / complaints and receives a prompt and reasoned response.
- 5.2.16 In addition to the **CoCP**, the contractor(s) may seek to register with the Considerate Constructors Scheme, which seeks to recognise and reward constructor's commitments to raise standards of site safety and management, and awareness beyond statutory duties.
- 5.2.17 A regular series of familiarisation visits will be arranged for all emergency services with the objective of familiarising personnel with the site layout, and safety and emergency procedures.
- 5.2.18 Protocols for on-site response, including accessibility for air ambulance<sup>1</sup>, will be agreed on an on-going basis through review of the development of the Sizewell C Project via the Community Safety Working Group and set out in Strategic Relationship Protocols.
- 5.2.19 In order to reduce the risk of accidents on-site, the Worker Code of Conduct will set out required standards of behaviour on / off-site – signature will be mandatory as condition of working on site, supported by ongoing training. Workers may be dismissed from the Sizewell C Project for breach. A copy of the Hinkley Point C Code of Conduct is shown in the appendix to this **CSMP**.

iii. [Emergency service response times / travel times](#)

- 5.2.20 The **Transport Assessment** (Doc Ref. 8.5) sets out that when the full highway mitigation package is in place, even in the peak construction

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<sup>1</sup> Due to the nature of construction on the site, space will be made available for landing of air ambulance, but this will not be a fixed helipad location for the duration of the Sizewell C Project. This highlights the importance of on-going engagement via Strategic Relationship Protocols and a Community Safety Working Group.

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period, traffic volumes during the peak hours show only small impacts across the network, within the bounds of usual daily variation.

- 5.2.21 Across the day, some roads would experience a notable increase in traffic although road capacity would not be exceeded and the junctions are shown to operate within capacity with the proposed mitigation in place. However, the B1122 through Theberton and Middleton Moor, and the A12 at Farnham and Stratford St. Andrew, show significant traffic reductions as a result of the proposed bypasses.
- 5.2.22 Journey times across the network could increase slightly on some routes, though in the majority of cases the increases would be indistinguishable from daily variation in travel time. On some routes journey times would reduce significantly as a result of the proposed mitigation.
- 5.2.23 During the early years of construction, in 2023, before any mitigation is completed there would be significant impacts on the highway network particularly on the A12 and B1122, so there would be a need to bring forward delivery of the major highway schemes as soon as practical i.e. A12 / B1122 roundabout, two village bypass and the Sizewell link road.
- 5.2.24 There will be other large components which will be transported by road in the form of abnormal indivisible loads (AILs). In order to mitigate the potential disruption associated with these large and slow-moving vehicles, regular liaison with the emergency services and the highway authorities will enable the effective management of these deliveries. Details of these measures are provided in the **CTMP** (Doc Ref. 8.7).
- 5.2.25 In the event of traffic disruption on the network, the **TIMP** (Doc Ref. 8.6) will mitigate the potential exacerbation of traffic delays.
- 5.2.26 The package of road safety improvements put forward in the **Transport Assessment** would not only benefit the proposed Sizewell C Project, but would also provide a lasting legacy to residents of the surrounding towns and villages.
  - b) [Non home-based workers and their families – potential increased demand for services](#)
    - i. [Risks and potential effects](#)
- 5.2.27 SZC Co. will adopt a precautionary approach to prevent and manage impacts arising from the NHB workers and their families that might have an adverse effect at the local level, particularly in areas of high predicted workforce concentration such as Leiston, and around the main development site.

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- 5.2.28 The assessment also provides evidence that where workers are living in accommodation where they pay council tax, this should in effect self-mitigate the impacts of their demand, and similarly where there are fees and charges for services (e.g. leisure).
- 5.2.29 The Community Safety Working Group has considered the potential impact that they would anticipate occurring based on their experience of providing their services in Suffolk. By virtue of numbers, an increase in population through NHB workers being temporarily located in the 60-minute travel area could result in an increased likelihood of incident and increased demand for services.
- ii. [Approach to mitigation](#)
- 5.2.30 In theory central government grant formulae should also respond to a changing population, however they are generally based on population estimates which do not take into account short term migrant workers and funding may be slow to adjust.
- 5.2.31 The migrant construction workforce generally make a net contribution to the national exchequer on the basis that they are in work and generally of age groups and in household types (with few dependents) that make less demand on public services, for example on social services, education and acute healthcare.
- 5.2.32 Mitigation for potential residual additional demand for healthcare services and effects on ambulance demand are set out in **Volume 2, Chapter 28** (Health and Wellbeing) of the **ES**.
- c) [Crime and disorder](#)
- i. [Risks and potential effects](#)
- 5.2.33 **Volume 2, Chapter 9** of the **ES**: Socio-economics, assesses that an increase in population arising from the NHB workforce could have impacts on crime and anti-social behaviour, and consequent impacts on the requirement for policing services.
- 5.2.34 Likely impacts on crime are difficult to estimate as they would depend on both the behaviour of workers and the behaviour of current residents.
- 5.2.35 SZC Co. has been working with Suffolk Constabulary to anticipate the potential effects that might occur, on the assumption that a small proportion of NHB workers and their families, like the current population, could be both perpetrators and victims of crime.

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- 5.2.36 As set out in **Volume 2, Chapter 9** of the **ES**, applying overall average crime rates per person in Suffolk to the peak NHB workforce (5,884 NHB workers at peak) would equate to around 470 recorded crimes (at peak). This would equate to 0.8% of current recorded crimes in Suffolk. For the average annual NHB workforce across the construction period, this would equate to around 185 recorded crimes per year – equivalent to 0.3% of current recorded crimes.
- 5.2.37 Police services are paid for through a combination of central government funding (around 70%) and council taxes collected locally. The central funding is disaggregated based on a range of demographic, social, economic and crime indicators.
- 5.2.38 NHB workers living in the private rented sector and owner occupied sector and all households with families and dependants would have their services funded through normal mechanisms like any other local resident. They would in most cases be occupying accommodation that would otherwise be occupied by other residents.
- 5.2.39 This would leave a potential net impact of around 270 recorded crimes at peak, equating to 0.5% of current incidents and crimes at peak.
- 5.2.40 There is the potential for crime and disorder to be concentrated in locations where there would be a significant concentration of NHB workforce. It is anticipated that the majority of workers in non-council-tax accommodation at peak would be living either in project accommodation or tourist accommodation close to the site, so the majority of these effects would occur in the Leiston neighbourhood area.
- 5.2.41 If the recorded crime rates are applied to the number of NHB workers in this area, prior to any mitigation this may lead to an increase in recorded crimes of up to 17% at the peak.
- 5.2.42 SZC Co. recognise through engagement with Suffolk Constabulary that recorded crimes (the metric used in this assessment) are only one contributor towards police resourcing, and that information on response to non-reported incidents and dealing with crimes not categorised by the Home Office definitions can lead to greater demand for police resourcing.
- 5.2.43 Additionally, SZC Co. recognise that in some cases, incidents that may arise may draw on more than one emergency service resource, and that some incidents may be more likely to occur than others due to the demographic factors of the workforce.
- 5.2.44 Experience from monitoring at Hinkley Point C set out in **Volume 2, Chapter 9** of the **ES** (which includes Avon and Somerset Constabulary data; Socio-economic Advisory Group Dashboard Community Safety; and a



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‘fear of crime’ survey) which has identified that (partly as a result of mitigation measures and workforce management):

- There has been a general increase in reported crimes over the 2016–18 period, with the exception of sexual assault, which was relatively stable. This follows national trends.
- The trends in the Hinkley zone are not exceptional to the trends in Somerset as a whole, and hate crime in the Hinkley Zone declined in the latest quarter, contrary to a countywide increase.
- In mid-2017, Avon and Somerset Constabulary noted a small increase in criminal and non-criminal activity resultant of and against the Hinkley Point C workforce.
- The level of criminal activity linked to Hinkley Point C and instances of non-criminal activity linked directly to Hinkley Point C did increase more substantially in the period from mid-2017 to mid-2018, but the increase was less than proportionate to the size of the workforce increase.
- Overall, the Hinkley Point C Worker Code of Conduct appears to be working effectively.
- A biennial survey on fear of crime identifies no increase in the fear of crime locally over the construction period. The percentage of Sedgemoor residents who feel very/fairly safe at home during the day has dropped by one percentage point between 2015 (95%) and 2017 (94%).
- Whilst there have been some reported incidents related to the impact of a largely male workforce on the local night time economy in Bridgwater, overall the recorded level of crime has fallen over the 2016–2018 period.
- The number of recorded crimes for the Stogursey Parish, adjacent to the site, has also remained consistently low.
- There has been an issue with fly parking in 2018, causing public concern and high levels of complaints in several locations.

ii. [Approach to mitigation](#)

5.2.45 SZC Co. is working with Suffolk Constabulary to consider all aspects of potential additional demand for resources in order to develop appropriate mitigation via financial contributions secured through the Section 106 agreement.

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- 5.2.46 **Volume 2, Chapter 9**, of the **ES** notes that embedded measures such as the Worker Code of Conduct, as well as the additional mitigation and monitoring activities set out in this **CSMP**, would be expected to reduce this increase in recorded crime.
- 5.2.47 As set out above, feedback from Hinkley Point C suggests that potential crime rate increases may be considered an overestimate, and that mitigation proposals would be effective to reduce rates further.
- 5.2.48 Intervention in steps to address criminal activity is the responsibility of the police. The Worker Code of Conduct would set expectations and provide a means of addressing poor behaviour not requiring a police presence, including through the ending of employment on the Sizewell C Project. In support of this, SZC Co.'s approach to communication, community and stakeholder engagement (see chapter 3 of **CoCP** (Doc. Ref. 8.11)), including freephone line and complaints procedure, will provide a means of contact for the public in raising concerns.
- d) [Night-time economy, licensed premises and drug related crime](#)
    - i. [Risks and potential effects](#)
- 5.2.49 Whilst crime data used in the assessment of socio-economic impacts within **Volume 2, Chapter 9** of the **ES** does not provide statistics on the night-time economy specifically, the Community Safety Working Group has identified this as a potential risk.
- 5.2.50 There is potential for alcohol related incidents and prostitution (and associated trafficking) which could possibly be associated with a rise in unlicensed leisure traders and an influx of additional people. At a modest level, the simple presence of large groups can raise concern with some members of the public. There may be a real or perceived sense of economic disparity between local residents and NHB workers, which could lead to tension.
- 5.2.51 Suffolk Constabulary has identified a concern that NHB workers who temporarily live in one community may seek to access the night-time economy in other, potentially more urban areas.
- 5.2.52 Due to long shifts, early starts and the need to meet the strict drug and alcohol limits set for the site, experience at Hinkley Point C suggests that workers tend to stay close to their accommodation in the working week, preferring the campus bars, local pubs, and eating places rather than traveling further for more densely located and broader range of facilities e.g. night clubs in larger urban areas. For Hinkley Point C, this may be seen in Bridgwater where there has been no expansion in the number of nightclubs

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(there is still only one) but the number of food and drink outlets has increased.

5.2.53 While it is acknowledged that Bridgwater is a larger town than Leiston and other settlements close to Sizewell, similar experience is reported anecdotally from Sizewell B, with Leiston tending to be the focus of the night-time economy during the construction phase.

ii. Approach to mitigation

5.2.54 The Worker Code of Conduct, as well as the Sizewell C Project's drug and alcohol policy, would help enforce standards of behaviour amongst workers. Expectations would be clearly set at induction and the Sizewell C Project would also run awareness campaigns to reinforce the code of conduct. Opportunities for collaborative working with public service providers would be taken where appropriate.

5.2.55 As set out in **section 4** of this **CSMP**, a comprehensive occupational health service would also be provided on the Sizewell C site which would provide support for a wide range of physical and mental needs, including support with drug or alcohol related matters.

5.2.56 Through engagement with Suffolk Constabulary, the potential for working with third parties including voluntary or charitable organisations has been identified as a potentially important element of delivering mitigation activities, and will be considered through the Community Safety Working Group.

5.2.57 While it is considered unlikely that a substantial number of construction workers will travel longer distances for night-time economy, SZC Co. recognises that this may occur in some instances and as such considers a flexible approach to targeting mitigation through support for emergency services resources that does not limit the providers' ability to respond should these dispersed effects arise.

e) Concentrations of workers moving to the area

i. Risks and potential effects

5.2.58 The concentration of the NHB workforce in specific locations may give rise to the risk of anti-social behaviour and nuisance in those areas. **Volume 2, Chapter 9** of the **ES** sets out the likely spatial distribution of workers at peak and identifies this as a proportion of normal population turnover. This identifies some localised areas with significant population and demographic change.

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5.2.59 It is anticipated that during extended non-working periods i.e. weekends or days off between shift patterns, workers would likely return home to their permanent address, resulting in net effects that are less than the overall total size of the NHB workforce. This may particularly influence community safety where these periods overlap with weekends, when demand for leisure and recreation activities from the community are greatest.

ii. **Approach to mitigation**

5.2.60 Experience from Hinkley Point C has been that the provision of purpose-built worker accommodation has helped ensure that the workforce can be effectively managed and impacts on the wider area minimised. The provision of the 2,400 bed accommodation campus and 400 caravan plots, including access to shared facilities, are intended to help extend this approach at Sizewell C.

5.2.61 Working with contractors (employers), the police and local communities, SZC Co. would seek to ensure that where workers are accommodated in private accommodation, for example the PRS, that high standards of behaviour are maintained, and that targeted action can be taken if issues arise. The Worker Code of Conduct will set out the expected standards of behaviour and will be enforced as necessary by employers and SZC Co.

f) **Fire service**

i. **Risks and potential effects**

5.2.62 The construction phase of Sizewell C could potentially impact on the Suffolk Fire and Rescue Service in three ways:

- Potential incidents on the site, increasing both demand and type of incidents the service is required to respond to (and therefore demand for different skillsets);
- any increase in demand arising from the temporary increase in population caused by the construction workforce; and
- any increase in demand for community information and awareness training (e.g. home safety checks, traffic awareness talks in schools).

5.2.63 It is not possible to quantify these impacts as they would be based on responses to specific incidents, or would be ad-hoc, service level decisions regarding the provision of information and awareness to the community.

5.2.64 Through engagement with Suffolk Fire and Rescue Service, and their response to public consultation – see **Consultation Report** (Doc Ref. 5.1), concern has also been raised related to the potential effects on Fire Service

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ability to respond to incidents in local communities as a result of traffic delays and loss of retained firefighters into the Sizewell C on-site fire and rescue team.

ii. **Approach to mitigation**

5.2.65 As set out above, the **Transport Assessment** (Doc Ref. 8.5) summarises the potential effects on the road network that may influence response times, and where potentially adverse, identifies mitigation to address this through the **CTMP** (Doc Ref. 8.7) and the **TIMP** (Doc Ref. 8.6).

5.2.66 In relation to on-site incidents SZC Co. would have procedures in place to ensure that contractors operate safely and are able to effect rescue from any equipment they bring on to the main development site. Equipment, resources and training would also be put in place to ensure that the site could provide first response to any fire incidents. Measures to manage and respond to fire incidents on-site include:

- Contractors will be able to effect rescue from their own equipment.
- Supported by Sizewell C Project 24/7 on-site fire and rescue service with specialist training to enable response to incidents that may occur on site.
- Access to the main development site and associated development sites in order to ensure familiarisation of the site and utilities needed on-site including provision of water as appropriate.
- Fire safety measures / firefighting equipment and water supplies to be set out in detailed design.
- Suffolk Fire and Rescue support will be required for larger fires and for response to associated development sites including campus and caravan site. Hazardous substances will be subject to a separate licence.

5.2.67 Funding for fire services comes from two principal sources: a central government grant and a levy on the council tax collected locally. In relation to any increase in services required as a result of NHB workers, those workers in owner-occupied and private rented accommodation would be contributing to the cost of fire services. For workers living in project accommodation, SZC Co. would operate in line with statutory fire safety requirements.

5.2.68 Financial contributions to support community safety measures and any additional demand created by the Sizewell C Project, such as time for site



familiarisation visits and training exercises, would be secured in the Section 106 agreement (see **draft Section 106 Heads of Terms**).

5.2.69 Suffolk Fire and Rescue Service has raised a concern about potential loss of their retained firefighters into roles on the Sizewell C Project. Experience at Hinkley Point C has shown that retained firefighters may indeed seek work on the Sizewell C Project but that it is possible for people to secure work on the on-site fire and rescue team and maintain their roles as retained firefighters in the community. Indeed, this may be an advantage as rather than holding day jobs in non-related areas such as supermarkets, working for the on-site fire and rescue team is improving their training, skills and experience which should also benefit the community.

5.2.70 Through engagement, the need to liaise with Suffolk Fire and Rescue Service to ensure shift patterns are managed to limit the potential for effects on resourcing has been noted and a commitment to do this will be set out in the Strategic Relationship Protocol. This will seek to avoid putting too many retained firefighters from one geographic location on shift on the Sizewell C site at the same time, in order to ensure that sufficient retained firefighting capacity remains within the community.

g) Health and ambulance services

i. Risks and potential effects

5.2.71 **Volume 2, Chapter 28** of the **ES** (Health and Wellbeing), sets out the potential impacts the NHB workforce could have on health and ambulance service provision in the 60-minute travel area.

5.2.72 The principal net impact on ambulance services would be in:

- cases where any incidents on site require ambulance call out or where NHB workers require ambulance call out; and
- cases where effects of the Sizewell C Project have the potential to affect ambulance call-outs within existing communities (which may or may not be related to the Sizewell C Project).

5.2.73 Data collected from Hinkley Point C is a helpful benchmark in identifying the potential net effect of Sizewell C on demand for incident response – it has a similar occupational healthcare service, similar workforce activities and worker demographic to that anticipated at Sizewell C. The Socio-Economic Advisory Group at Hinkley Point C receives information at 6-monthly intervals. During the period from June 2016 to December 2018 there had been 78 call outs (or approx. 2.2 per month). This equates to an average of 0.01 callouts per worker at the site in any given 6-month period.

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- 5.2.74 The latest overarching monitoring report for Hinkley Point C (Ref. 1.8) states that: *“to date the cumulative number of callouts made to the SW Ambulance service NHS Trust is quite low for such a major project and in line with mitigated predictions”*.
- 5.2.75 At peak and on average across the construction phase, net additional NHB workers (i.e. discounting those in accommodation paying council tax) would be below a level where new ambulance provision would be required.
- 5.2.76 However, it is noted that the Sizewell C Project’s development, workforce, and transport effects may increase pressure on local ambulance response in some parts of the region disproportionately, in the context of the relative remoteness of the site and its access requirements as a nuclear construction site.
- 5.2.77 Through engagement with East of England Ambulance Service and their response to public consultation – see **Consultation Report** (Doc Ref. 5.1), concern has also been raised related to the potential effects on ambulance service ability to respond to incidents in local communities as a result of traffic delays. East of England Ambulance Service has also noted that an increase in crime or anti-social behaviour may also increase demand for their services.

ii. [Approach to mitigation](#)

- 5.2.78 SZC Co. will seek to develop a responsive mitigation strategy in this regard, as provided in **Volume 2, Chapter 9** of the **ES – Public Services and Community Facilities** and **Volume 2, Chapter 28** of the **ES – Health and Wellbeing**.
- 5.2.79 As set out above under ‘Crime, Anti-social Behaviour and Policing’, measures such as the Worker Code of Conduct will be put in place to try to avoid or reduce potential incidents. The **Transport Assessment** (Doc Ref. 8.5) summarises the potential effects on the road network that may influence response times, and where potentially adverse, identifies mitigation to address this through the **CTMP** (Doc Ref. 8.7) and the **TIMP** (Doc Ref. 8.6).

h) [Equality and community cohesion, including vulnerable groups](#)

i. [Risks and potential effects](#)

- 5.2.80 SZC Co. recognises that there may be challenges in integrating a workforce with specific characteristics and needs into an existing community and will work with partners and contractors to ensure that the workforce can be as closely as possible integrated with the community, and vice-versa.

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5.2.81 SZC Co. recognises that the Sizewell C Project would lead to changes in population and demographics within local communities during the construction phase.

5.2.82 **Volume 2, Chapter 9** of the **ES** sets out a technical assessment of the likely effects of the Sizewell C Project on community cohesion.

5.2.83 Through engagement with SCC, a number of potential risks have also been identified; these do not comprise likely significant effects of the Sizewell C Project, rather concerns in terms of SCC's ability to maintain current levels of service to the community. These include:

- Concerns about the ability to recruit and retain social care workers local to the Sizewell C site (due to workers seeking employment on the Sizewell C Project or due to adverse perceptions of working in Leiston due to the influx of NHB workers).
- Potential effects on individual schools, such as the need for additional support for English as an additional language for workers' children.
- Periods during which funding for additional capacity for services catches up with demand.

ii. [Approach to mitigation](#)

5.2.84 **Volume 2, Chapter 9** of the **ES** also identifies where mitigation measures will seek to avoid or reduce these potential effects. This includes:

- Leadership to drive integration – SZC Co. would work with public service providers and individual facilities (such as schools) to provide them with up-to-date information about the construction workforce and management plans to ensure services are aware of potential demand in advance.
- Support for migrants – SZC Co. recognises that some NHB construction workers would require information about the area and local cultures and services/facilities, and help to access public services and community facilities. Welcome packs and information would be provided on induction to the Sizewell C Project, and SZC Co. would work with contractors to ensure the workforce understand the local environment e.g. the location and population of communities, and how and where to access community facilities and public services via regular engagement with contractors and workers through channels including the Accommodation Management System and occupational health services, and via re-induction and information updates for workers and contractors.

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- English language - The UK construction workforce has a high level of English language proficiency. However, as a contingency measure, SZC Co. would work with Tier 1 contractors to ensure translation services are available.
- Residential segregation – SZC Co. is acutely aware of potential effects of the construction workforce on vulnerability to homelessness – proposed mitigation measures are set out in the **Accommodation Strategy** (Doc Ref. 8.10).
- Economic opportunity – SZC Co. plans to enhance local employment, skills and education benefits including; development of a series of outreach initiatives to maximise opportunities for people to gain employment on the Sizewell C Project; partnerships with local organisations to deliver a Jobs Service, to place people into sustainable employment; and measures to identify and address barriers to work for target groups including the unemployed and young people not in education, employment or training. See Employment, Skills and Education Strategy – **Annex A** to the **Economic Statement** (Doc Ref. 8.9) for further details.
- Challenge practices that can hinder integration and equal rights – SZC Co. has a commitment to enhance the diversity of the construction workforce, for example by raising the profile of women in construction. SZC Co. would enforce a Worker Code of Conduct that would not tolerate hate crime or discrimination and would work with Suffolk Constabulary to address any potential significant effects. SZC Co. has prepared an **Equality Statement** (Doc Ref. 5.14) to accompany the DCO application.
- Share learning – SZC Co. would provide a Community Fund via the Section 106 Agreement to ensure that residual in-combination effects of the Sizewell C Project may be addressed and to enable communities to maximise the opportunities offered by the Sizewell C Project. The establishment of the Community Fund would be secured through obligations in the Section 106 Agreement (see **Section 106 Heads of Terms**).
- Shared spaces and facilities – SZC Co. has listened to feedback from public consultations and will deliver as part of the Sizewell C Project: a visitor centre that can be accessed by the community and community organisations, including schools; fund new sports facilities (a 3G pitch and two multi-use games areas at Alde Valley School) with shared school, workforce, community use during construction and left as a legacy to enhance community provision thereafter; and a

Community Fund that may be used to improve or extend existing facilities that serve the community.

- 5.2.85 SZC Co. has designed measures to influence the Sizewell C Project's construction workforce's accommodation choices (via the Accommodation Management System) and behaviour (via the Worker Code of Conduct and other bespoke measures within the **Code of Construction Practice** (Doc Ref 8.11) (to promote integration, manage community safety and perceptions of safety to reduce potential effects on community cohesion).
- 5.2.86 The success of these initiatives would be monitored through workforce monitoring to track the location, accommodation sectors and overall number of construction workers on the Sizewell C Project, as well as through feedback from the community via the community engagement strategy.
- 5.2.87 SZC Co. recognises the potential for adverse effects to arise from risks identified by SCC and have therefore proposed a Public Services Contingency Fund to pre-empt and mitigate potential effects, and respond to effects related to the Sizewell C Project as they arise. The Public Services Contingency Fund will be secured through an obligation in the Section 106 Agreement (see **Section 106 Heads of Terms**).
- 5.2.88 SZC Co. will also use the Community Safety Working Group to explore opportunities to work in partnership with community safety stakeholders, including third sector organisations, to address potential impacts, including through financial mitigation for community safety measures secured within the Section 106 agreement (see **Section 106 Heads of Terms**).

## 6. Management of the CSMP

### 6.1 Introduction

- 6.1.1 The ongoing role of the Community Safety Working Group will be to monitor the effectiveness of the measures identified in this **CSMP** in terms of mitigating effects. This section sets out the way in which SZC Co. would work with key stakeholders to ensure the flow of information between stakeholders is sufficient to enable the group to make recommendations for the appropriate allocation of Section 106 funds, and to allow matters to be progressed between formal meetings.

### 6.2 Future governance and role of stakeholder group

- 6.2.1 It is proposed that the Community Safety Working Group, brought together to inform the content of the **CSMP**, would remain the key stakeholder group in respect of matters related to the **CSMP**. The terms of reference for this group will be determined in the Section 106 agreement accompanying the DCO (see **draft Section 106 Heads of Terms**).



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- 6.2.2 This Community Safety Working Group would identify and monitor impacts on community safety and the draw on service providers’ resources related to the Sizewell C Project’s effects, and make recommendations for action where appropriate to address community safety issues.
- 6.2.3 Each representative would contribute information into that part of the community or community activity for which they are responsible. They would also be responsible for bringing community feedback from the area in question to the group. This would be facilitated by the community engagement team who would act as the principal point of contact between the Sizewell C Project and the community.
- 6.2.4 It will be important that in ongoing monitoring and review, service providers are aware of wider implementation strategies not directly linked to community safety, but relevant to or complementary in mitigating effects. Therefore, the Community Safety Working Group would sit under and contribute to a wider socio-economic group with oversight of all socio-economic aspects of the Sizewell C Project. This would be the equivalent of the Socio-Economic Advisory Group at Hinkley Point.
- 6.3 **Community engagement strategy**
- 6.3.1 The Community Engagement Strategy is set out within the **CoCP**, which will be secured by requirement.
- 6.4 **Reporting**
- 6.4.1 Drawing on the contributions of the Community Safety Working Group, SZC Co. will develop formal reports for a broader socio-economic advisory group. Reports will need to be approved by the Community Safety Working Group. This will confirm community safety issues arising in the reporting period together with any actions taken whether by SZC Co. or service providers. It will also provide a look ahead for construction activities so that any potential areas for pre-emptive action can be considered.
- 6.4.2 Members of the group will feed into the formal reports, providing information on incidents and actions within their area of expertise and recommending areas for focus in the next reporting period. The group will be able to consider the effectiveness of mitigations through review at regular meetings and advise on potential alternative approaches where appropriate.
- 6.4.3 As set out in **Volume 2, Chapter 9** of the **ES**, SZC Co. will undertake regular monitoring of the workforce via surveys in order to inform reporting on demographic and housing characteristic, skill/role and HB/NHB elements of the workforce.

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- 6.4.4 The Section 106 Agreement will secure the formal monitoring and reporting requirements which will be undertaken by SZC Co.
- 6.5 **Resourcing**
  - 6.5.1 Resourcing information will be carried forward into the Strategic Relationship Protocols (SRPs) which will set out of roles and responsibilities between SZC Co. and the police, fire, ambulance, and coastguard.
  - 6.5.2 These will be working documents which set out the roles and responsibilities of SZC Co. and the service provider.
  - 6.5.3 Financial mitigation for additional resourcing will be confirmed within the Section 106 agreement (see **Section 106 Heads of Terms**).
- 6.6 **Worker Code of Conduct**
  - 6.6.1 The Hinkley Point C Worker Code of Conduct is appended for reference.
  - 6.6.2 A Sizewell C Worker Code of Conduct will be developed and put in place ahead of the start of construction of the Sizewell C Project. This will be very similar to the Hinkley Point C Worker Code of Conduct appended, but will be subject to any updates following engagement with Union partners and continuing lessons learnt from Hinkley Point C.
  - 6.6.3 The Sizewell C Worker Code of Conduct will be shared with the Community Safety Working Group for comment ahead of finalisation and may be updated, if required, throughout the construction phase.

## References

- 1.1 Parliament of the United Kingdom. Crime & Disorder Act 1998 (London, 1998)
- 1.2 East Suffolk Council. Safeguarding Children, Young People and Adults at Risk of Abuse Policies, Procedures and Guidance. March 2017. (Online). Available from:  
<https://www.eastsuffolk.gov.uk/assets/Community/Safeguarding-Children-Young-People-and-Adults-at-Risk-of-Abuse-Policy.pdf> (Accessed 23 January 2020)
- 1.3 Parliament of the United Kingdom. Health and Social Care Act 2012 (London, 2012)
- 1.4 Parliament of the United Kingdom. The Health Protection Regulations 2010 (London, 2010)
- 1.5 Parliament of the United Kingdom. The Children Act 2004 (London, 2004)
- 1.6 Suffolk Constabulary. Suffolk Police and Crime Plan 2017–2021.
- 1.7 Suffolk Fire and Rescue Service. Suffolk Fire and Rescue Service Plan 2019-2022
- 1.8 Impact Assessment Unit (IAU), School of the Built Environment, Faculty of Technology Design and Environment, Oxford Brookes University (Commissioned by the New Nuclear Local Authorities Group (NNLAG)) (July 2019) Study on the impacts of the early stage construction of the Hinkley Point C (HPC) Nuclear Power Station Monitoring and Auditing Study: Final Report