



The Sizewell C Project

9.10.32 Initial Statement of Common Ground - B1122 Action Group

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1 INTRODUCTION

1.1 Status of the SOCG

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in respect of the application for development consent under the Planning Act 2008 ('the Application') for the proposed Sizewell C Project. This version, version 02, dated 01 June 2021, has been prepared through a programme of engagement between NNB Generation Company (SZC) Limited ('SZC Co.') as the Applicant and the B1122 Action Group on Sizewell, referred to as 'the parties'.

1.2 Purpose of this document

1.2.1 The purpose of this SoCG is to set out the position of the parties arising from the application for development consent for the construction and operation of the Sizewell C nuclear power station and together with the proposed associated development (hereafter referred to as 'the Sizewell C Project'). This SoCG has been prepared in accordance with the 'Guidance for the examination of applications for development consent' published in March 2015 by the Department of Communities and Local Government (hereafter referred to as 'DCLG guidance').

1.2.2 The aim of this SoCG is, therefore, to inform the Examining Authority and provide a clear position on the state and extent of discussions and agreement between the parties on matters relating to the proposed Sizewell C Project.

1.2.3 This SoCG does not seek to replicate information which is available elsewhere within the DCO application documents. All documents are available on the Planning Inspectorate website.

1.3 Structure of this Statement of Common Ground

1.3.1 **Chapter 2** provides a schedule which detail the position on relevant matters between the parties, including any matters where discussions are ongoing. This is underpinned by Appendix A, which provides a summary of engagement undertaken to establish this SoCG.

2 POSITION OF THE PARTIES

2.1.1 **Table 2.1** provides an overview of the position of the parties and any further actions planned.

Table 2.1: Position of Parties

Ref.	Matter	B1122 Action Group on Sizewell's Position	SZC Co.'s Position	Position of the Parties
1. 1.	Transport strategy	<ul style="list-style-type: none"> - Adverse impact on communities - Limited justification of lack of rail use - Cumulative traffic impact 	<p>SZC Co.'s has continued engagement and project development to optimise the movement of materials by rail and sea. In January 2021, SZC Co. submitted proposed changes to the Application to increase rail movements to 4 trains per day and to provide an additional temporary beach landing facility. These changes would enable 60% of materials to be brought onto the site by other modes than road transport.</p> <p>To reduce the effects of construction traffic on the local road network, the principal mitigation proposed is in the form of associated developments submitted with the Application. SZC Co. have undertaken a robust site selection process for each of the associated developments proposed, including the park and rides, two-village bypass, Sizewell link road, green rail route, East Suffolk line improvements and freight management facility. Need and proposals for highway improvements have been informed by transport modelling. This process is explained in Site Selection Report appended to the Planning Statement (Doc Ref. 8.4) [APP-591].</p> <p>The Sizewell link road would reduce the amount of traffic on the B1122 through Middleton Moor and Theberton by approximately 92% during the peak construction phase of the Sizewell C Project according to Chapter 8 of the Transport Assessment (Doc Ref. 8.5). The flow remaining on the B1122 would be about a tenth of the current traffic volume. This is based on the strategic traffic modelling that SZC Co. have done, working alongside Suffolk County Council throughout the process. The model has met stringent Department for Transport WebTAG criteria before being used to forecast future traffic flows. It allows for background traffic growth, committed developments that already have planning permission but have not yet been built and other significant developments such as that proposed by ScottishPower Renewables. It then adds all Sizewell C construction traffic, i.e. heavy and light goods vehicles, buses and cars, into the model to give a robust prediction of future traffic volumes.</p>	Ongoing discussions awaiting further comment from the B1122 Action Group following meeting on 26th May
2.	Sizewell Link Road	<ul style="list-style-type: none"> - Choice of route - Landscape impacts 	<p>SZC Co. has undertaken a robust site selection process, including consideration of routes further south than the proposed Sizewell link road. This process is explained in Site Selection Report appended to the Planning Statement (Book 8) and in the Alternatives Chapter of Volume 6 of the ES (Book 6, Volume 6, Chapter 3). The most southerly routes considered were named Route W (north and south) during consultation. Route W (South) which is close to the D2 alignment considered in the 1980s during the construction of Sizewell B, is no longer feasible because it follows the same alignment as the green rail route, from where the route crosses the Saxmundham to Leiston branch line. The green rail route is required as part of the integrated freight management strategy to transport larger quantities of freight by rail.</p> <p>Route W (North) is not considered suitable for a number of reasons. For example, Route W North would require a crossing of both the East Suffolk line and the Saxmundham to Leiston branch line (two rail crossings on bridge structures) as well as at least two substantial watercourse crossings of the River Fromus and Hundred River and their floodplains (and would include sections within Flood Zone 3) as well as other tributaries. The crossings of the two rivers will likely require large span bridge structures and earthworks to ensure clearance beneath the bridge and facilitate maintenance access and these would be prominent structures which would be visible in the surrounding landscape, which is lower lying in topography when compared to the landscape in which SZC Co.'s preferred alignment passes. SZC Co.'s proposed Sizewell link road alignment does not require these structures.</p>	Ongoing discussions awaiting further comment from the B1122 Action Group following meeting on 26th May

Ref.	Matter	B1122 Action Group on Sizewell's Position	SZC Co.'s Position	Position of the Parties
			<p>In addition, Route W (North) is also the longest route of the options considered (8.2km) and would require the greatest amount of agricultural land and result in a larger area of habitat loss.</p> <p>Furthermore, the objective of the Sizewell link road is to mitigate potential impacts caused from the construction associated with Sizewell C. Traffic modelling undertaken predicts that construction traffic associated with Sizewell C would cause impacts that would require mitigation at Yoxford, Theberton and Middleton Moor. Therefore, the purpose of the Sizewell link road is to alleviate those impacts.</p> <p>Route 'W North' would not provide as much traffic relief to Yoxford, Middleton Moor or Theberton compared with the proposed Sizewell link road.</p>	
3.	'Early years' use of the existing B1122	<ul style="list-style-type: none"> - Mitigation for residents is not detailed - Link road must be operational before construction begins 	<p>An indicative phasing schedule for the Sizewell C Project as a whole is provided in the Implementation Plan, Appendix 8.4I of the Planning Statement (Doc Ref. 8.4) [APP-599]. The construction of the associated developments to reduce the impact of construction traffic would be undertaken early in the programme (within approximately the first two years of the construction period) and be in place prior to the peak of construction on the main development site.</p>	Ongoing discussions awaiting further comment from the B1122 Action Group following meeting on 26th May
4.	Worker accommodation 'campus'	<ul style="list-style-type: none"> - Impact on local communities - Site selection and alternatives not adequately considered - No legacy benefit 	<p>Further details of the site selection process are set out in the Site Selection Report provided in Appendix A of the Planning Statement (Doc Ref. 8.4) [APP-591] and the Accommodation Strategy (Doc Ref. 8.10) [APP-613]. The strategy is to provide for a blend of accommodation types, alongside provision within the Section 106 Agreement for a Housing Fund.</p> <p>Appendix A of the Design and Access Statement (Doc Ref. 8.1) [APP-587] sets out the design principles for the accommodation campus to minimise environmental effects on the nearby AONB, including (but not limited to) limiting the height of the buildings, locating taller four-storey buildings further away from sensitive receptors and the sympathetic use of the colour palette for facades.</p> <p>As part of the accommodation strategy, SZC Co. will also provide upgraded sports facilities at the Alde Valley School in Leiston, which will provide shared facilities for the school and for use by the Sizewell C construction workforce. The facilities include a full-size 3G pitch suitable for football, non-contact rugby and hockey and two multi-use games areas suitable for basketball, netball, tennis and football. Following the construction period, these facilities would remain as a legacy benefit in Leiston.</p>	Ongoing discussions awaiting further comment from the B1122 Action Group following meeting on 26th May

APPENDIX A: ENGAGEMENT ON THE SOCG

A.1.1. The preparation of this SoCG has been informed by a programme of discussions between the parties, as are summarised in **Table A.1**.

Table A.1: SOCG meetings held between the parties

Date	Details of the Meeting
26/05/21	SoCG Meeting 1
XX	XX