



Leiston-cum-Sizewell Town Council

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Sizewell C PROJECT
EN010012

Leiston-cum-Sizewell Town Council 14 June 2026

The proposed use of the LEEIE for the construction of a steel fabrication facility

This Council, although supporting the proposal, is expressing concern about the radical change to the use planned for the LEEIE.

The Development Consent order and the consultation prior to its submission, outlined plans for this site. Those plans consisted of low impact office facilities, known as the Associated Construction Area (ACA), which would house induction facilities and other activities in connection with the on-boarding process - plus other options similar in nature. The other part of the site was intended as a caravan park for itinerant workers with minimal support buildings. While having concerns about the number of vehicle movements and personnel so close to the town, the Council only raised minimal objections and were assured by the SZC project team that the site would be closely monitored for any breach of the code of conduct and that disruption would be avoided.

The new proposal for a steel rebar factory

SZC has gone to great lengths to explain the proposed change of use for the site and tried to reassure Council that the construction and operation of a steel rebar fixing facility and the delivery through the centre of Leiston by rail of the steel (plus the delivery and storage of other large scale items), will not adversely impact on our residents. However, we are deeply concerned that this radical change to the proposed activity WILL impact on our residents, for a number of reasons:

1. *Rail movements:* the track runs within a few metres of properties along several residential roads in Leiston. The new plans will mean more frequent deliveries over a much longer period of time than anticipated, with cargo of a different nature. Homeowners who were content to see activity on the line for the 'early years' until the Green Rail Route is completed (i.e. approximately 2 or 3) are now faced with disruption for many years to come. A scenario they had not anticipated.
2. *Cargo:* the nature of the materials being delivered to the ACA will change. Residents had expected aggregate deliveries in the early years but the plans for the rebar factory have altered the cargo. Council is rightly concerned that the type of cargo might be more visually imposing and movement noisy for residents very close to the track.
3. *The impact of building and operating the factory on nearby residential properties:* Council has concerns that although using 'state of the art' technology and facing the

aspect of the doors away from some of the closest properties, activity will still be noisy, dirty and intrusive for residents to the east of the town. Whichever way the building is constructed, there will still be properties on the 'working' side (i.e. where steel is offloaded and shifted). **If the decision is made to support this change of use, mitigation to address the impact of noise and disruption on the roads beside the track and around the factory itself MUST be implemented. But it must also be understood that the adverse impact on the enjoyment of outside spaces cannot be underestimated, or the requirement to open windows in the warmer weather. Currently, very few properties in the vicinity are entitled to mitigation schemes.**

4. *The impact on Wild Aldhurst:* SZC and other stakeholders have invested a great deal in the creation of Wild Aldhurst. Designed to be a sanctuary for people and wildlife, surely this change of use from what would have been a largely domestic scene, to a steel rebar factory and industrial rail facility will be compromising the environment? The site is just a few metres from the perimeter of Wild Aldhurst.
5. *Vehicle movements from the ACA to the MCS:* it has not been made clear which route the HGVs transporting the fabricated steel will take to the construction site. Council has concerns that whichever route is chosen, there will be considerable numbers of extra HGVs on Lovers Lane and Sizewell Gap if delivered via SZB entrance or, on Lovers Lane and the B1122 if delivered via the main entrance plaza. Either way, it will adversely impact the town.

In conclusion, Council has received a number of concerns from worried residents about these proposals. Although supporting the change of use for this site in principle, Council would like more detail on working arrangements, including details on the transportation of fabricated steel to site, and mitigation arrangements for residents closely impacted by the factory and the rail movements.

Leiston-cum-Sizewell Town Council 14/06/26