Sizewell C NMC re-consultation EN010012
Author Mike Taylor

With reference to my original consultation response https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010012-000691-Michael%20Taylor%20COMBINED.pdf
One is bound to ask why Changes1and 2 of what are now described as NMC were first indicated in a November 2025 application to East Suffolk Council and then withdrawn. Why, only now, are they to be considered, after attempts by the developer to limit consultation?. In the mean time the project has been allowed to proceed at great cost and contract commitment when there are many fundamental questions as well as those in the NMC application.? Many of those questions should have been taken forward at the Planning Inquiry and resolved prior to the SoS approval despite multiple permits having not been approved.
I would like to raise some further points which are mainly on NMC 1 and 2 as this is in our parish. The question on NMC 3 is in my opinion irrelevant as the site is not large enough as I previously pointed out. Change 4 ROW it is now assumed that the parishes will have been properly consulted so all users are aware of the destruction/disruption of their ROW by an unnecessary road cutting across them :-.

1. The list of SZC Co's previous consultees does not concur with that listed on PINS website https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010012-000691-NMC01%20-%20Consultation%20responses%20log.pdf
2. The "consultation" sent to local residents does not appear to give adequate information, ignores PINS own guidance on NMC, particularly on the rebar facility which is a proposed large building as described in SZC Construction method statement see attachment titled LEEIE . The developer calls this a yard giving no indication of its intended intensive use. This is sited on what was previously an agricultural field, the operation of which would have had limited impact on residents, although the area is prone to flooding in Valley Road.
3. The consultation appears to concentrate on benefits to the project, when there are clearly many disbenefits, including using a rail line which will be 4 movements a day rather than one or two a week. This will cause noise and disturbance to many residents, disrupt movement across the Station Road level crossing, a major artery, and affect emergency response times. Additional transport to the construction site will also cause disruption and may need police escort.
4. The size of the actual SZC construction site appears inadequate to support construction of two reactors eg compared to the Hinkley C (HPC) site. HPC appears to have the rebar facility on site. EDF press releases were added to my original consultation response.
5. The Sizewell B emergency plan according to REPPIR 19 appears to be further compromised, particularly on safe shelter and evacuation planning for all residents and workers within the emergency planning zones.
6. The absence of at least one proper community forum means that many questions are unanswered. The public currently cannot ask questions and

demand answers in an open forum. Concerned residents have many times including at Ministerial level called for open public forums.

7. There is an absence of clear data from SZC Co eg what constitutes their claim that 60% of material will be delivered by rail or sea. This needs to be developed to understand how and where those materials will be delivered. There is a need to justify 8 rail sidings on the main construction site serviced by the dedicated green rail line, compared to 3 sidings on the LEEIE site, along with a new overhead conveyor for sea borne materials.
8. I refer in the NMC response to the unresolved water supply question. This is now further compromised by SZC Co. declaring in a recent Environment Agency permit application a new designation for most construction water as "industrial" rather than potable or non-potable. The safety of that water for human health and the environment and that of desalination plant water must be rigorously tested and continuously monitored. This water quality issue has been raised several times at the Sizewell A and B site stakeholder group and previously was part of a legal challenge. The original EN6 policy completely omitted the essential need for town water.
9. A recent ESC planning discharge of requirements has enabled rocks to be placed forward of the Layfield agreed planning lines on the grounds that it is needed for Sizewell B. Rocks should not be placed in a National Landscape without a full understanding of the likely impacts elsewhere including the adjacent Sizewell A and B and Sizewell village. Historically rocks can cause increased erosion.

This is my last submission.

Please note that I refer to National Planning Policy EN6 in my original submission. In September 2018 I took part in a BEIS/NGO forum debate ngo-forum-minutes-2018-09-19.pdf

Those minutes reflect concerns particularly with Sizewell but also other sites still deemed suitable. Discussions regarding the review should have probably removed from the list of nominated sites Sizewell and other sites in flood zone 3 which were only included because of “essential need for deployment by 2025”. Also sites should not be within National Parks and AONBs (now National landscapes) including Wylfa,Trawsfyndd and Sizewell. This review was then abandoned and the Planning Inquiry for SZC took place without taking account of these proposed changes. I feel I have a responsibility to question why this site was still chosen despite those risks.

I believe this now requires a thorough understanding of the risks to taxpayers from this project which also risks the safety of operating Sizewell B. The EPR Mk1 reactors proposed are obsolete and have a poor operating record. The project is a gross intrusion into the Suffolk Coast and Heaths National landscape.

Before a massive hole is to be dug in this Suffolk Coast and Heaths National Landscape for the reactor foundations, a thorough assessment of the risks from this project appears essential. An alternative use for part of the site could then be considered.

HPC is disastrously late and over budget. Set against a weakened regulatory position as a result of the Fingleton Inquiry this project should surely raise alarm.

Yours sincerely Mike Taylor.

Leiston

7th October 2026.

3.5.15 Apertures will be minimised on the northern and eastern ends of the Steel Cut and Bend facility. The colour of the Steel Cut and Bend facility will be sympathetic to the local context and will have regard to colour guidance published by the Suffolk and Essex Coast and Heaths National Landscape.

3.5.16 The Assembly Area will initially be used to fabricate reinforcement cages outdoors, facilitated by equipment including forklifts and tower cranes. The area will then be further developed to accommodate multiple working areas for the different trades. Construction activities will be carried out indoors in workshops, with only storage and circulation space provided externally for the materials created. All heights will comply with parameters shown on Zone C13a and C13b of the Construction Parameter Plan, with the exception of cranes which will comply with the Zone C13b "Exceptional Conditions" parameter.

3.5.17 The workshops will be steel-framed with external building fabric materials that provide a sound reduction performance of 25 dB Rw for the walls and 23 dB Rw for the roofs. The workshops will be supported by separate buildings for storage, organising and/or sorting purposes or similar. The workshops will be at least 110m from the western edge of Lover's Lane.

3.5.18 Vibratory rollers will not be started up or shut down within 120m of a residential receptor, using appropriately low vibration settings.

iv. LEEIE: Development of rail and associated infrastructure

3.5.19 The rail extension into the LEEIE will comprise a single railway track with sidings and a passing loop for the locomotive. There must be no night-time deliveries through Leiston into the LEEIE by rail, as freight trains will be held on the Saxmundham to Leiston branch line overnight. The construction method will replicate that used for the rail extension in the temporary construction area and for the rail extension route.

v. LEEIE: Marine Tunnelling Segment Storage Yard

3.5.20 The Marine Tunnelling Segment Storage Yard will be used for the storage of construction materials. Gantry cranes (powered by electricity) will facilitate the movement of materials from the railway track to storage areas and onto HGV trailers for onward travel to the temporary construction area and main construction area as necessary. The storage yard, including the gantry cranes will operate as required between 0700 and 2300 hours, 7 days per week. All heights will comply with parameters shown on Zone C14a – C14c of the Construction Parameter Plan. The gantry cranes will be fitted with broadband movement alarms for health and safety purposes, and the alarms will be adjustable so that their level can be set according to local circumstances to minimise off-site noise.

3.5.21 Vibratory rollers will not be started up or shut down within 120m of a residential receptor, using appropriately low vibration settings.

3.5.22 Supporting facilities and infrastructure for both the Marine Tunnelling Segment Storage Yard and the Integrated Reinforcement Yard include welfare, safety, security, substations, logistics, materials handling and processing, parking and circulation space.

Sizewell C

Consultation

On Non Material Changes to Sizewell C Development Consent Order

It is not unusual for large infrastructure projects with long development and construction timelines to propose some changes to those approved in the original application for development consent.

In these circumstances the developer has to consult and apply for permission to make those changes. A change to a Development Consent Order (DCO) that does not substantially alter what has already been consented is known as a 'Non Material Change'. We are writing to you to outline some proposed changes to the Sizewell C project which will help to maintain safety, efficiency and reduce impacts on local roads.

We have applied to the Secretary of State for eight Non Material Changes to the Sizewell C (Nuclear Generating Station) Order 2022 under one application.

PROPOSED CHANGES

This leaflet focuses on **Changes 1** and **2** because all of the changes relate to construction activity around Leiston. We are consulting on all of the changes and your views are welcome.

Full details of all eight proposed changes are available at **national-infrastructure-consenting.planninginspectorate.gov.uk/**

Change 1 – Use of Land East of Eastlands Industrial Estate (LEEIE)

We are proposing to change the use of part of the LEEIE from accommodation (caravan pitches for construction workers) to a temporary Integrated Reinforcement Yard.

This facility would cut, bend and assemble steel reinforcement meshes and cages for the construction of the power station and support the safe, efficient and timely delivery of Sizewell C.

A railhead is a facility where materials or goods are transferred from trains for onward distribution. As the LEEIE contains a temporary railhead, this change will reduce reliance on heavy goods vehicle (HGV) movements by delivering materials by freight train and avoiding long distance transport of prefabricated steel by road, and instead enable fabrication far closer to the temporary construction area.

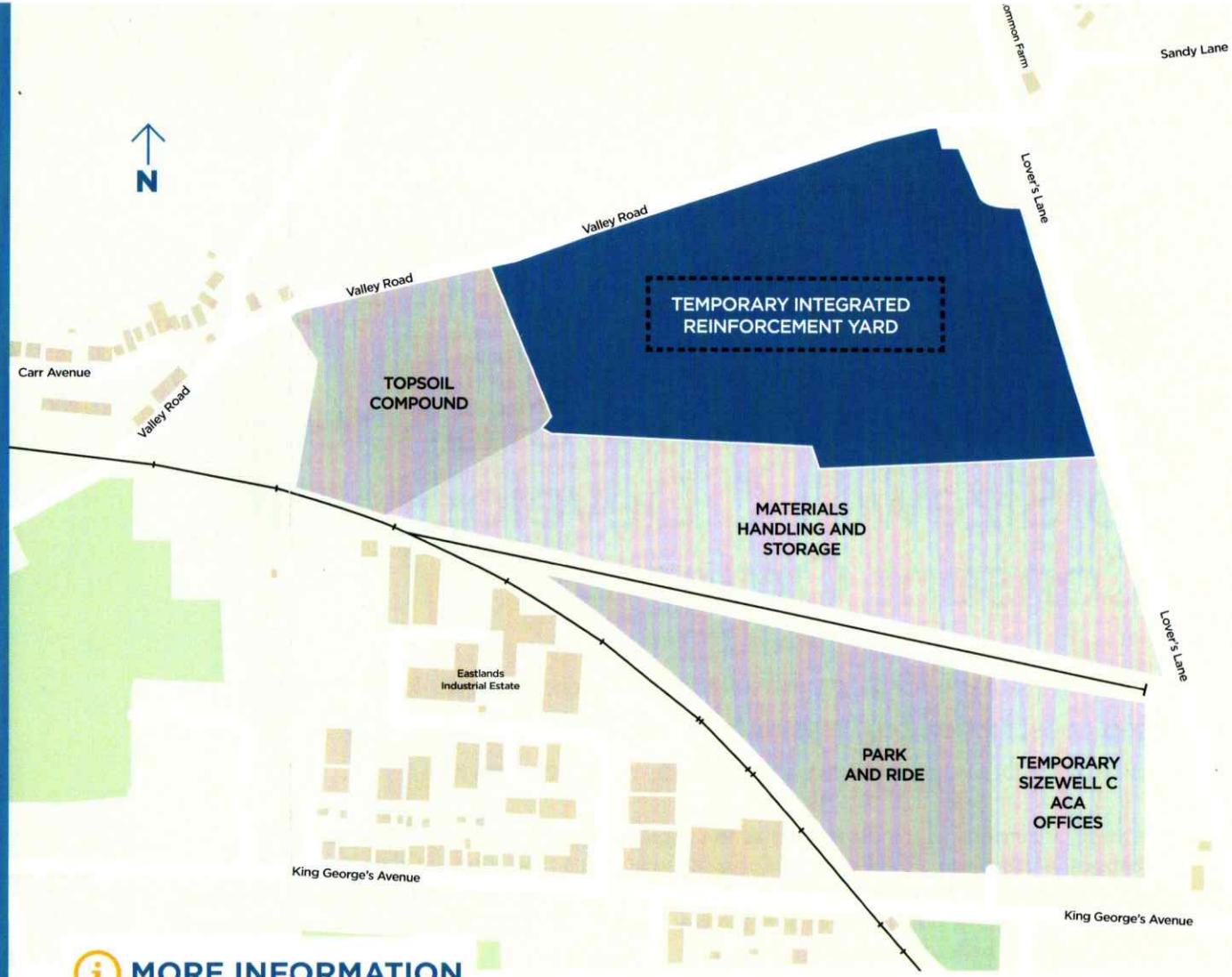
Use of the temporary Integrated Reinforcement Yard would be limited to the construction phase of Sizewell C. The accommodation that would have been provided by the LEEIE site will, in part, be replaced by the temporary use of existing chalets at Pakefield Holiday Village near Lowestoft.

Change 2 – Use of the railhead at the LEEIE

We are proposing to use the railhead facilities at the LEEIE and at the Temporary Construction Area (TCA) at the same time during the construction phase.

We had previously expected that use of the LEEIE railhead would be limited to the early years of construction and reduce once the TCA railhead was in place. However, as the construction programme has developed, we have identified benefits to using both railheads at the same time. This would provide greater flexibility in how materials are delivered to the site and will reduce reliance on HGVs.

While the period of time we propose to use the LEEIE railhead would extend beyond the early stages of construction, there would be no change to hours of operation. In total, the maximum number of train movements to and from Sizewell C are eight per day (four freight trains going to and from site). We are not seeking to increase the number of trains – just dividing the number between two available railheads. This will deliver greater efficiency. It would mean up to two freight trains to the railhead at LEEIE and the remainder to the railhead at the Temporary Construction Area. Freight trains cannot operate through the restricted Leiston zone between 23.00 and 07.00.



MORE INFORMATION

More detail on these and the other proposed changes can be found, free of charge, by clicking on the 'Documents', then 'Post-Decision' links on the National Infrastructure Planning Portal (The Sizewell C Project) page: **https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010012**

If you have views that you would like to share on our application, please send these by email to the Planning Inspectorate at: **sizewellc@planninginspectorate.gov.uk** or in writing to: The Planning Inspectorate, c/o QUADIENT, 69 Buckingham Avenue, Slough, SL1 4PN

Please refer to 'The Sizewell C Project' and reference EN010012 in any correspondence.
The deadline for receipt of views is 11:59pm on 28 October 2026.

Construction Method Statement Doc.
DC/25/4267/DRR 42.

3.5.7 The vehicular accesses will be used by park and ride buses, cars using the park and ride and HGVs transferring construction materials between LEEIE and the temporary construction areas. The access onto Valley Road is for emergency use only and will be crossed by an acoustic fence with acoustic gate access. The gate will remain closed when not in use.HGVs will travel along Lover's Lane to access the secondary entrance to the temporary construction area. Prior to completion of the SSSI crossing, HGVs will access the main platform along Sizewell Gap via the existing Sizewell A and B access road.

3.5.8 Park and ride buses will travel along Lover's Lane and the B1122 to the site access roundabout, once operational.

iii. LEEIE: Integrated Reinforcement Yard

3.5.9 The Integrated Reinforcement Yard will comprise internal working areas and external storage and working space for the processing and fabrication of steel rebar and associated works. The internal areas will comprise a Steel Cut and Bend facility building, workshop buildings within an Assembly Area, plus supporting buildings such as welfare.

3.5.10 Indoor activities will take place up to 24 hours per day, seven days a week. Outdoor activities will cease between 23:00 and 07:00 daily, excluding shunting movements through the southern door of the Steel Cut and Bend facility and HGV movements.

3.5.11 The Steel Cut and Bend facility will be up to 340m in length and up to 65m in width. All heights will comply with parameters shown for Zones C13a - C13c of the Construction Parameter Plan. The eastern end of the Steel Cut and Bend facility will be located no less than 110m from the nearest residential receptor and the western end will be no less than 250m from the nearest residential receptor.

3.5.12 The Steel Cut and Bend facility will be steel-framed with external building fabric materials that provide a sound reduction performance of at least 40 dB Rw for the walls and at least 31 dB Rw for the roof. Gantry cranage within the Steel Cut and Bend facility will lift metal by magnetic means only. The magnet will be placed in contact with the metal prior to energising, and de-energising will occur only when the metal is at rest on its receiving surface.

3.5.13 Deliveries to the Steel Cut and Bend facility will be via roller shutter doors located at its eastern and western ends. The roller shutter doors will provide a sound reduction of 15 dB Rw when closed. The roller shutter doors at the eastern and western ends of the Steel Cut and Bend facility will remain open up to all day, and will be closed all night. During daytime peak activities, there will be up to approximately six HGV deliveries per hour to the western end of the Steel Cut and Bend facility, and up to approximately four per hour to the eastern end.

3.5.14 The steel bars will be moved from the Steel Cut and Bend facility using roller shutter doors on the northern and southern sides of the building. Access via the northern roller shutter door will only be permitted for electric shunter vehicles. There will be up to five electric shunter vehicle movements per hour, excluding the period 23:00 to 07:00 when the door will remain closed. The northern door will be open for up to 50% of the time during the day to permit electric shunter vehicles to enter the building. The southern access door will be open or closed as required.