

Site Selection for a New Nuclear Power Plant

Transport Infrastructure and Socio-economic
Information

July 2025

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Contents

1	Executive summary	1
2	Transport	3
2.1	Infrastructure	3
2.2	Hinkley Point C Transport Impacts	9
2.2.1	Early years	9
2.2.2	Peak years	9
2.2.3	Bus services	9
2.3	Fuel Transport	10
2.3.1	Fuel transport to site	10
2.3.2	Spent fuel transport	10
2.4	Construction Programme	11
3	Workforce numbers & accommodation	12
3.1	Workforce numbers	12
3.2	Workforce profile	14
3.2.1	Sizewell C	14
3.3	Housing strategy	15
3.3.1	Defining homebased and non-homebased workers	15
3.3.2	Accommodation types	15
3.4	Hinkley Point C experience	16
3.4.1	Peak years	16
4	Business and employment	17
4.1	Local / Regional Impact	17
4.1.1	Hinkley Point C	17
4.1.2	Sizewell C	17
4.2	Education and skills	18
4.2.1	Hinkley Point C	18
4.2.2	Sizewell C	18
5	Amenities	19
5.1	Hinkley Point C experience	24
6	References	25
7	Appendix	28

Figures and Tables

Figure 1: Projected Construction Workforce for SZC by Skill/Role	14
Figure 2: Proportion of Workers HB/NHB during Peak Construction at SZC by Skill/Role	14
Figure 3: Main development site construction areas (approximate outlines) and transport infrastructure (SZC)	28
Figure 4: Rail, road and river quay transport infrastructure, Vogtle Nuclear Power Plant (USA)	29
Figure 5: Key additional road and transport management infrastructure (SZC)	30
Figure 6: Regional logistics and accommodation infrastructure (SZC)	31
Figure 7: Key additional road, transport management and off-site accommodation infrastructure (HPC)	32
Figure 8: Reactor vessel delivery to HPC	33
Figure 9: Steam generator delivered to HPC construction site ¹⁵	33
Figure 10: Temporary jetty (HPC) ¹⁵	34
Figure 11: Steam generator delivered by barge to Combwich Wharf (HPC) ¹⁵	34
Figure 12: Sea transport infrastructure and on-site accommodation campus (HPC)	35
Figure 13: Transport and accommodation infrastructure in the vicinity of Olkiluoto 3	36
Figure 14: Extent of direct bus services to HPC construction site, with percentages of those using the direct bus services by district (Q4-2024)	37
Figure 15: Onsite worker locations, by district, Q4-2024 (HPC)	38
Table 1 - Projects considered in the factsheets	1
Table 2 - Transport infrastructure information for new nuclear power plants	3
Table 3 - HPC Site Bus Service Split - Final Mode Journey to Work (2025)	10
Table 4 - Indicative construction timeline a new nuclear power plant	11
Table 5 - Construction and operational workforce numbers on nuclear sites	12
Table 6 - Accommodation type for Sizewell C	16
Table 7 - SZC amenities and services: existing status, impacts and mitigation	19

1 Executive summary

The Dutch Government is in the process of selecting a site for the development of a new Gigawatt-scale nuclear power plant. Two reactor technologies are under consideration, namely the EDF EPR (1650MW) and the Westinghouse AP1000 (1000MW), both pressurised water reactors (PWRs). The current programme is to have a twin-unit plant operational by approximately 2040.

In order to facilitate the selection process and differentiate between the list of potential sites the Ministry of Climate Policy and Green Growth (KGG) requires information on both safety and non-safety criteria.

Non-safety criteria include transport infrastructure, concerning construction and operational phases, as well as socio-economic factors. KGG is also engaging with relevant stakeholders for the sites currently under consideration and requires information on both the potential positive and negative impacts of a new nuclear plant.

This report reviews available construction transport and socio-economic information to provide context and input to the site selection and stakeholder engagement activities. The report leans heavily on empirical information and available assessments for Hinkley Point C (HPC) and Sizewell C (SZC) in the UK. HPC is currently under construction whilst SZC, the would-be reference design for the EDF EPR in the Netherlands, has obtained development consent and has recently secured the final investment decision (FID)¹.

Where available, relevant details for other recent nuclear new build constructions outside the UK have been included. Information relating to Vogtle units 3 & 4 in the US is of particular interest to KGG as that plant would be the reference for the AP1000 in the Netherlands.

Information presented in this report can be considered as illustrative as to what types of existing and new infrastructure and services may be required and what the impacts of such a development may be. Each site will however have specific constraints and opportunities, and relevant local and regional context will require consideration when interpreting the information presented in this study for site selection and stakeholder engagement in the Netherlands.

Table 1 presents the projects considered in this study and their key characteristics.

Table 1 - Projects considered in the factsheets

Reactor	Country	Status	Reactor	Power	Start construction	First criticality
Hinkley Point C (HPC)	United Kingdom	Under construction	EPR	2 x 1,630 MW _e	March 2017	Planned 2031 (Unit 1)
Sizewell C (SZC)	United Kingdom	Under construction	EPR	2 x 1,630 MW _e	January 2024	To be planned
Vogtle Unit 3+4	United States	In Operation	AP-1000	2 x 1,117 MW _e	March 2013 (Unit 2)	April 2024 (Unit 4)
Flamanville 3	France	In Operation	EPR	1,630 MW _e	December 2007	September 2024
Barakah (Unit 1, 2, 3 and 4)	United Arab Emirates	In Operation	APR-1400	4 x 1,345 MW _e	July 2012 (Reactor No.1)	March 2024 (Reactor No. 4)
Olkiluoto 3	Finland	In Operation	EPR	1,600 MW _e	September 2005	December 2021

¹ SZC FID was announced in July 2025

Key findings regarding transport, workforce and socio-economic figures are provided below:

- **Transport**

- Rail is in some cases used as transportation mode for aggregate and AILS
- Rail is in some cases used as transportation mode for aggregate and AILS (Abnormal Indivisible Loads, refer to Figure 8 and Figure 9 for an impression)
- Road infrastructure is the main transportation mode to transport workforce into site. Specific upgrades to infrastructure could be required depending on current outlook.
- To avoid congestion, park and ride facilities are used
- AILS are preferably transported directly to site, limiting the use of road infrastructure because of the capacity requirements.
- A Marine Bulk Import Facility (MBIF) is a well used measure to import large amount of aggregate and avoid road transport of aggregate.
- Specifically for HPC and SZC a bus network is operational to bring workforce to site.
- Fuel and nuclear waste is either transported by road or rail to and from site.

- **Workforce**

- Workforce for construction varies between 2,500 and 15,000 at peak. For further development of the studies SZC figures (approx. 8,500) are found to be a proper source.
- Accommodation strategies vary between plants however, usage of an accommodation campus is often used.

- **Business and employment**

- Local businesses are in general profiting from the development of a Nuclear Power Plant however, exact figures typically depend on the availability of specific industry within a country.
- For every GBP spend for HPC it is estimated that a further 2.40 GBP is generated in the wider economic value of the South West of the UK.
- Construction of a Nuclear Powerplant is often referred to as a measure to grow the number of younger people (25 – 39) within the area.

2 Transport

2.1 Infrastructure

Table 2 provides information on the transport infrastructure planned and provided for new nuclear power plants, covering road, rail and sea transport.

Table 2 - Transport infrastructure information for new nuclear power plants

Item	Project	Infrastructure Detail
Rail	SZC [1] [2] [3]	<p><u>Construction</u></p> <p>An existing singletrack line from the local town Leiston, to the south-west of the power plant, is to be utilised for larger equipment and materials, with a new siding and railhead constructed within the Ancillary Construction Area (ACA) (Figure 3 shows the approximate layout plan of the SZC construction site). The existing line was used in the construction of Sizewell A (SZA) and Sizewell B (SZB).</p> <p>A temporary rail extension of 4.5km will be laid for the construction of the new plant, with a railhead in the SZC main development site Temporary Construction Area (TCA). This will be available approximately two years into the construction programme. The railhead location is close to the proposed batching plant.</p> <p>Three to four trains a day will make deliveries of aggregate and other materials, replacing around 250 Heavy Goods Vehicles (HGVs) journeys per day. The trains are approximately 20 wagons and 393m long (configurable as required), with a maximum load of 1,800 tonnes, a maximum axle load of 25.5 tonnes, and a maximum speed of 25mph.</p> <p>Local upgrades are required on an existing 7.2km of singletrack line to accommodate freight movements, including track replacement and level-crossing upgrades.</p> <p><u>Operation</u></p> <p>After construction is completed the temporary rail lines and railheads will be removed.</p>
	HPC	Rail has not been directly used at HPC however aggregate has been transported by rail to the Port of Bristol and then shipped to site via a temporary jetty.
	Barakah	A rail line runs to the south of the plant however it is not known the extent to which it was used, if at all, in the construction of the plant. The nearest obvious rail terminal is approximately 50km to the east of the plant.
	Vogtle 3 & 4 [4]	An existing rail connection was available from the west (a 32km spur runs to the site from the Norfolk Southern Savannah-to-Augusta track), with several railheads within the wider plant area. The spur was to be upgraded to support the transport of heavy equipment to the Vogtle site along with

Item	Project	Infrastructure Detail
		modifications of the onsite rail yard. Large components and other construction materials were to be delivered to site via rail, requiring special cars or size considerations. Figure 4 shows the location of rail infrastructure.
	Olkiluoto 3	not known
	Flamanville 3	not known
Road	Sizewell C [2] [5] [6] [7] [8] [9]	<p><u>Construction</u></p> <p>Existing access to the current site (and SZA and SZB) is via unclassified local roads running from the nearest town, Leiston. The A12 is the nearest major road, linking Ipswich and Lowestoft. The A12 has sections of dual and single lane carriageway and runs through several small villages. Minor roads running from the A12 towards site include the B1122, B1211 and B1069. There are no motorways in the region.</p> <p>During construction there will be two main access points to the construction site. A temporary access road and plaza with security gates is in place for the initial construction periods and will also be the point for rail access to the TCA.</p> <p>A second gated site access and plaza will become available later in the construction period, becoming the permanent access during operation. This access to the new station will be off the B1122 road that runs approximately 7km in a southeast direction from the A12.</p> <p>Ahead of the installation of a temporary bridge, gated access during construction to the permanent development site is also achieved through the existing SZA and SZB entrance. The erection of a permanent bridge/embankment over a watercourse will provide access to the site with an 8.8m wide access road and 17m wide haul road.</p> <p>The key major and minor schemes are proposed during construction are:</p> <ul style="list-style-type: none"> - Park & Rides – two facilities to intercept traffic coming along the A12 from the north and from the south, and traffic from the west. Combined these will provide space for around 2500 cars, as well as smaller numbers of vans, motorcycles and bicycles. A bus services will connect these facilities to the main site. The park and rides are planned to be available within the first two to three years of the construction project². Also included are postal consolidation, traffic incident management and HGV holding areas. - Two village bypass (2VB) – a two-lane single carriageway of approximately 2km, including a bridge. will bypass two of the villages on the A12 to the south of the site, to reduce existing and construction traffic-related impacts. The road is planned to be operational two years into the construction project.

² Parking is also available with the main site development during construction period, with permanent parking for normal operations (735 spaces), outage periods (additional 600 spaces) and visitors (additional 35 spaces).

Item	Project	Infrastructure Detail
		<ul style="list-style-type: none"> - Sizewell Link Road (SLR) – a two-lane 7km single carriageway running from the A12 to the B1122 close to the permanent site access. The road will carry construction workers, park and ride buses, and goods vehicles as well as the public. - Highway Improvements – highway improvements, including enhanced safety, at roundabouts and junctions. - Freight Management Facility – Orwell Logistics Park will serve as a freight management facility as well as the location for storage of equipment³. The Logistics Park also provides over 1 million square foot of level storage across four units, two of which are currently under construction. These units will allow for early delivery of key components and place them into care and maintenance. - Buses – both hydrogen and electric buses will be used. <p>Figure 5 and Figure 6 show the locations of existing and key additional road and traffic management infrastructure for SZC.</p> <p><u>Operation</u></p> <p>Permanent access is described above. The park and ride schemes will be removed, but the other road schemes will be retained. It is understood that potential access/egress will also be available via the existing SZA and SZB entrance in the event of an emergency.</p>
	HPC	<p><u>Construction</u></p> <p>The development site is approximately 17km west of the M5 motorway Junction 24 (Bridgwater). The main access road is the C182, an unclassified road, that runs for approximately 10km before joining the A39 that runs to Bridgwater to the east, and Minehead to the west.</p> <p>During construction there are two main access points onto site from the C182. The exact width of the C182 is unknown. There has been some road widening to facilitate delivery of AILs to site.</p> <p>Key new road and traffic management infrastructure at HPC has included:</p> <ul style="list-style-type: none"> - Park and Rides: originally four sites (with approximately 2300 spaces), including one at Cannington, one at each of M5 Junctions 23 & 24, and one approximately 15km to the west of the site at Williton. Four temporary park and rides have since been added for use, providing up to a further 1385 spaces⁴.

³ This is a change from the original Development Consent Order submission in 2020

⁴ With the peak construction workforce predicted to reach around 15,000, the number of parking spaces required across multiple sites is kept under review,

Item	Project	Infrastructure Detail
		<ul style="list-style-type: none"> - Cannington bypass: alleviates traffic impacts on the village. - Freight management facilities - at Junctions 23 and 24 of the M5 motorway. - Highway improvements - modifications to existing road alignments, junctions and roundabouts. <p>Figure 7 shows the main road-related additional infrastructure for HPC.</p> <p>Figure 8 and Figure 9 show a reactor vessel and steam generator being delivered to site under police escort, after delivery first by sea to Comwich Wharf⁵.</p> <p><u>Operation</u></p> <p>The bypass and highway improvements will be retained.</p>
	Barakah	An international dual carriageway runs approximately 1km to the south of the site, providing access to the plant via a local road.
	Vogtle 3 & 4 [4]	<p>There are various roads serving the site running off Georgia State roads 23, 56, 80 and River Road, namely I-20 and I-520 which serve as links to Augusta, Georgia, Atlanta, Georgia, Waynesboro, Georgia, Columbia, South Carolina and U.S. Route 25.</p> <p>It was not envisaged any significant alterations would be needed, only minor repairs or upgrades to allow safe access. Pressure on local roads was to be mitigated through traffic controls and management measures.</p>
	Olkiluoto 3 [10]	<p>Situated at the end of a peninsula, Olkiluoto is served by one road, which separates from a highway.</p> <p>In late summer 2007 an average of 2,670 vehicles arrived at the Olkiluoto site, although some of these would have been for the existing plants. Of these vehicles, there was an average of 203 HGVs. The exact number delivering to OL3 is not known but would likely have made up a significant proportion of the 203 vehicles.</p> <p>Road transportation to the plant includes building materials, equipment and components.</p> <p>The road to Olkiluoto has had basic upgrades including elimination of curves and incorporation of safety and environmental measures.</p>
	Flamanville	The site is served by several departmental roads.
Sea	SZC [2] [11] [12]	<p><u>Construction</u></p> <p>A permanent Beach Landing Facility (BLF) is to be built for construction and operational purposes, mainly to bring in AILs.</p>

⁵ In the UK the transportation of AILs is regulated under the Road Vehicles (Construction and Use) Regulations and the Special Types General Order (STGO) 2003, ensuring safe movement and minimal disruption.

Item	Project	Infrastructure Detail
		<p>The facility is approximately 100m long and 15m wide (the roadway element is approximately 5.5m wide). A landing platform extends out a further 100m. The draft is approximately 5m. The size of the facility has been optimised for North Sea Barges. Approximately 100 deliveries will arrive per year with a capacity of around 3,000 tonnes. Dredging will be required to facilitate access and barge landings.</p> <p>A temporary Marine Bulk Import Facility (MBIF) will be built predominantly for bulk construction materials such as aggregate. The design of the facility is optimised for typical coastal cruisers in the 6-7,000 tonne class, approximately 120m long, normally loaded to 4,500 tonnes. The facility extends approximately 500m and 12m in width to the point where vessels are unloaded. The single berth unloading point has an approximate 62m width and a mean depth of approximately -7m AOD. There is a vehicle road and conveyor belt (primary method) on the facility to move materials onshore. Use is restricted to summer vessel movements unless otherwise approved. Approximately 400 deliveries between April and October, and up to 200 additional deliveries at other agreed times.</p> <p>The MBIF is forecast to receive approximately 9 million tonnes (1.275 million tonnes per year) of construction material, c. 75% of the total required.</p> <p>The facilities will be built directly seaward of the plant however the access onto site from the BLF has to account for gradient restrictions in moving AILs.</p> <p>Transshipment options include London/Isle of Grain (bulk aggregates), Ipswich/Harwich (bulk aggregates), Felixstowe, Lowestoft (AILs and bulk aggregates), and international ports. SZC has secured a 15-acre external storage option at Ipswich Port.</p> <p>The location the BLF and MBIF are shown in Figure 5, and transshipment locations illustrated in Figure 6.</p> <p><u>Operation</u></p> <p>The BLF will be utilised during operation and the MBIF removed after construction. The BLF would be used infrequently during operation, for a few weeks every five to ten years.</p>
	<p>HPC [13]</p>	<p>A temporary jetty (Figure 10) for import of construction materials, required early in the programme. Predominantly used for import of aggregate, sand and cement. The temporary jetty minimises HGV construction traffic. HPC estimated the ships will eliminate around 100,000 HGV loads over the lifetime of the jetty. The jetty has a road and a conveyor belt.</p> <p>The depth of the temporary jetty is not known at the berthing point however the Bristol Channel is relatively shallow. Tidal</p>

Item	Project	Infrastructure Detail
		<p>range within the Bristol Channel and Severn Estuary is between 12m and 14m.</p> <p>The first delivery of materials to the temporary jetty was for 6,000 tonnes of sand.</p> <p>The temporary jetty is directly seaward of the construction site, bringing materials straight to the batching plant area.</p> <p>Refurbishment of Combwich Wharf was undertaken within the existing footprint of that facility, originally built in the 1960s to service the construction of Hinkley Point A (HPA) and Hinkley Point B (HPB). The wharf has been used to receive AILs, delivered by barges approximately 53m x 15m. Once offloaded, routed via road (some of which is private road) to site. Combwich Wharf is approximately 7km from site. Figure 11 shows delivery of a steam generator to the wharf.</p> <p>Combwich Wharf is on the River Parrett, a tributary of the Bristol Channel, and situated approximately 4km of the river mouth. The max tidal range is around 12m. The mean high spring tide is 6.1m AOD</p> <p>The locations of Combwich Wharf and the temporary jetty are shown in Figure 12.</p>
	Vogtle 3 & 4 [4]	<p>Barge access is available from the Savannah River (see Figure 4) All major components for the Vogtle units 1 & 2 were delivered to the site by barge using the Savannah River navigation channel. However, due to concerns surrounding dredging the river, for units 3 & 4 it was decided that major components (such as reactor vessels) would be delivered by rail.</p>
	Barakah	<p>There appears to be a wharf approximately 3km east of the station, running parallel to the coast and with a dredged channel, however the extent to which this was used during construction, if at all, is not known.</p>
	Olkiluoto [10]	<p>The power plant complex has quays located on the island's southern coast, accessed via a navigable passage of 5m depth. Approximately 40 deliveries were expected to be made to the Olkiluoto harbour, bringing in large plant components. An industrial harbour is on the northern side of the Olkiluoto island, served by a 6m passage. The locations of these harbours are shown in Figure 13.</p> <p>Ships with a maximum draught of 9m can utilise the harbour at Rauma, with other sea transport options in Pori and Turku.</p>
	Flamanville	not known

2.2 Hinkley Point C Transport Impacts

2.2.1 Early years

A 2019 study [14] on the impacts of the HPC development in its early phase reported on a wide range of topics, including transport. Positive findings included:

- Above target use of buses to the HPC site.
- Consistence compliance with HGV targets, with very low incidence of limits, timing and routing restrictions being breached.

Negative findings included:

- Higher than target percentage of cars travelling to and from additional developments sites (e.g. park & ride sites).
- Unexpected volume of fly parking⁶ (either illegal or where it has the potential to cause public nuisance).

2.2.2 Peak years

A 2023-2024 assessment of impacts [15] through peak years was reviewed, alongside quarterly reporting by HPC on transport matters (the Q4 2024 report [16] providing the most recent insights).

Positive findings include:

- Continued higher than target percentage of workers using bus services and park and ride services.
- Continued good performance in relation to compliance with HGV targets, limits and restrictions.
- Jetty has taken a significant proportion of materials off the road.

Negative findings include:

- Below target for car sharing.
- Some persistent incidents of fly parking, becoming a significant transport issue in some localities. Complaints on this matter outweigh all other transport complaints.
- 80% target for delivery of materials by Jetty has been challenging, with tides being a factor.

2.2.3 Bus services

Hinkley Point C currently has a fleet of around 200 buses servicing the local and regional area, including the campuses and park and ride sites. Arrival at site by bus accounts for just under 90% of all workers. Table 3 provides a high-level summary of where workers are catching buses from in 2025 [17]. Figure 14 shows the extent of the direct bus network and the percentages catching buses in specific areas (excluding the park and rises, and campuses)⁷. Workers boarding buses at local (direct) bus stops across the bus network account for approximately half of all workers travelling by bus. Workers boarding buses at park and rides sites account for approximately 30% of those travelling by bus. Buses will also pick up workers at the accommodation campuses, accounting for around 20% of those travelling to site by bus.

⁶ Fly parking is typically on residential roads where it parking is not necessarily restricted or illegal but nevertheless has the potential to negatively impact those living in the area.

⁷ Based upon information provided in [16].

Table 3 - HPC Site Bus Service Split - Final Mode Journey to Work (2025)

HPC Bus Service – Estimated Split	Q1 2025			Q2 2025		
	No. of Workforce	Overall %		No. of Workforce	Overall %	
Direct Bus	4,483	34.4%	44.4%	4,703	35.9%	43.5%
Direct Bus (passengers who board a P&R service at a Direct Bus Stop)	1,305	10.0%		991	7.6%	
Park and ride	3,440	26.4%		3,574	27.3%	
Sedgemoor Campus (986 beds)	1,462	11.2%	18.4%	1,518	11.6%	17.4%
Brean Sands Campus (940 beds)	937	7.2%		766	5.8%	
Total	11,627	89.1%		11,552	88.2%	

2.3 Fuel Transport

2.3.1 Fuel transport to site

In Western Europe, Asia, and the USA, the most common means of transporting uranium fuel assemblies is by truck. A typical truckload supplying a light water reactor contains six tonnes of fuel. In Russia and Eastern Europe rail transport is most often used. Intercontinental transport is mostly by sea, though occasionally by air [18].

For Vogtle 3 & 4 unirradiated fuel is to be shipped to the reactor by truck. There are an anticipated 233 annual shipments per reactor unit over the 40-year lifespan, roughly six shipments of unirradiated fuel per year, with each shipment weighing less than 33,100 kg (to comply with regulations). There is an assumed 3,200 km shipping distance [4].

2.3.2 Spent fuel transport

In the UK Nuclear Transport Solutions (NTS) transports spent fuel from nuclear sites. Spent fuel is transferred to transport flasks and generally moved by road to local railheads, and then on specialised train routes to disposal (and in the past reprocessing) at Sellafield. The distance for moving fuel by road to a railhead will vary. For example, at HPB spent fuel is transferred to a transport flask and taken by lorry over 10 miles, along country roads, to the railway siding next to Bridgwater station mainline.

The UK is currently looking for a long-term geological disposal facility (GDF) for higher activity waste. Spent fuel at SZB, HPC and SZC will be stored on site until the GDF becomes operational.

At Vogtle the main strategy for spent fuel appears to be waste burial in a repository, and it is determined that “if necessary, spent fuel (...) can be stored safely (...) for at least 60 years beyond the licensed life for operation” [4].

The Environmental Impact Statement for Vogtle [4] states that: “irradiated (spent) fuel is shipped from the reactor by truck, rail, or barge; and radioactive waste other than irradiated fuel is shipped from the reactor by truck or rail”. The proposed disposal site is currently Yucca Mountain; this is approximately a 4,100 km drive by truck – a bounding distance for the waste to travel

In the Netherlands spent fuel from Borssele is transported to France for reprocessing, with the nuclear waste elements then returned to the Netherlands for storage at COVRA. The mode of transport from Borssele to France is thought to be by road, however online information from COVRA [19] states that nuclear waste is returned to COVRA via rail. It is understood that spent fuel from the High Flux Reactor (HFR) at Petten is transported directly by road to COVRA.

2.4 Construction Programme

Table 4 shows an indicative construction programme for a twin-reactor EPR, summarising the main activities and when key infrastructure would be required. The programme is based upon information submitted as part of the SZC Development Consent Order application in 2020 [20]. Construction programmes may differ depending on the reactor technology and site chosen, however the times at which supporting transport and accommodation infrastructure is required is unlikely to differ significantly.

Table 4 - Indicative construction timeline for a new nuclear power plant

Year	1	2	3	4	5	6	7	8	9	10	Yr 11	Yr 12
											Unit 1 Operational	Unit 2 Operational
Phase 1: Site Establishment and preparation for earthworks												
Phase 2: Main Earthworks												
Phase 3: Main Civils												
Phase 4: Mechanical and Electrical Installation												
Phase 5: Commissioning and Land Restoration												
Accommodation Campus		Construction	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Removal	Reinstatement
Park and Ride Facilities		Construction	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Removal	Reinstatement
Rail Routes and Rail Improvements	Construction	Construction	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Removal	Reinstatement
Freight Management Facility		Construction	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Removal	Reinstatement
Road Networks and Highway Improvements	Construction	Construction	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Operation	Removal	Reinstatement

Key
Construction
Operation
Removal
Reinstatement

3 Workforce numbers & accommodation

3.1 Workforce numbers

Table 5 presents information on construction and operational workforce numbers at selected sites.

Table 5 - Construction and operational workforce numbers on nuclear sites

Item	Reference Project	Information
Construction Workforce	SZC [21] [22]	<ul style="list-style-type: none"> - The peak workforce numbers are estimated to be 8,500 with 7,900 at the main site and 600 at associated development sites. - The home-based and out-of-area workforce split is expected to average around 30:70 with 23:77 at peak construction
	HPC [23] [24] [25]	<ul style="list-style-type: none"> - The peak workforce numbers were estimated to be 5,600 initially, however this was increased to 10,000 in September 2023. It is now predicted to be approximately 15,000 by the end of 2027 due to delays to certain phases of construction. - The home-based and out-of-area workforce split is expected to vary over the course of the project between 34:66 in Year 6 (peak construction) and 82:18 in Year 10.
	Vogtle 3 & 4 [4]	<ul style="list-style-type: none"> - The average construction workforce numbers for Vogtle were estimated to be 3,152, and 2,500 were expected to in-migrate to the region. - The peak workforce numbers were estimated to be 4,400 at the early site licence stage and 3,500 for combined licence. - The construction workforce in-migrations represent a 1-5% population increase in the nearest counties to the plant
	Flamanville 3 [26]	<ul style="list-style-type: none"> - The peak workforce numbers were estimated to be 2,500, with a total of 4,500 jobs. - There is expected to be a 25:75 split between home-based and out-of-area workers for electro-mechanical work.
	Moorside ⁸	<ul style="list-style-type: none"> - The average construction workforce numbers for Moorside were estimated to be 4,000. - The peak workforce numbers were estimated to be 8,500. - It was estimated that 2,500 construction workers would migrate into the region.
	Olkiluoto [10]	<ul style="list-style-type: none"> - Highest number of workers on site reported as approximately 4,400.

⁸ Moorside was a proposed project in Cumbria in the UK, using AP1000 reactors, that did not progress to construction.

Item	Reference Project	Information
Operation	SZC and HPC [21]	<ul style="list-style-type: none"> - The average operational workforce numbers for each site are estimated to be 700-900. - The peak workforce numbers were estimated to be 1,900 with a further 600-1,000 for refuelling and outages
	Vogtle 3 & 4 [4]	<ul style="list-style-type: none"> - The average operational workforce numbers for Vogtle were estimated to be 600-800. - The peak workforce numbers were estimated to be 1,800 with a further 1,000 for refuelling and maintenance - 80% of the current site employees live within the three nearest counties, with the rest in neighbouring counties.
	Flamanville	<ul style="list-style-type: none"> - 1,400 permanent jobs
	Moorside	<ul style="list-style-type: none"> - The average operational workforce number for Moorside was estimated to be 1,000. - The peak workforce numbers were estimated to be 2,000 with a further 1,000 for outages.
	Olkiluoto 3 [10]	<ul style="list-style-type: none"> - 150-200 permanent jobs⁹

⁹ It is understood that across the wider Olkiluoto plant there is an approximate 1,000 person workforce.

3.2 Workforce profile

3.2.1 Sizewell C

Figure 1 shows the workforce numbers, by category and year for the SZC project, as predicted at the Development Consent Order (DCO) application stage of the planning process. Figure 2 shows the split between homebased (HB) and non-homebased workers (NHB).¹⁰

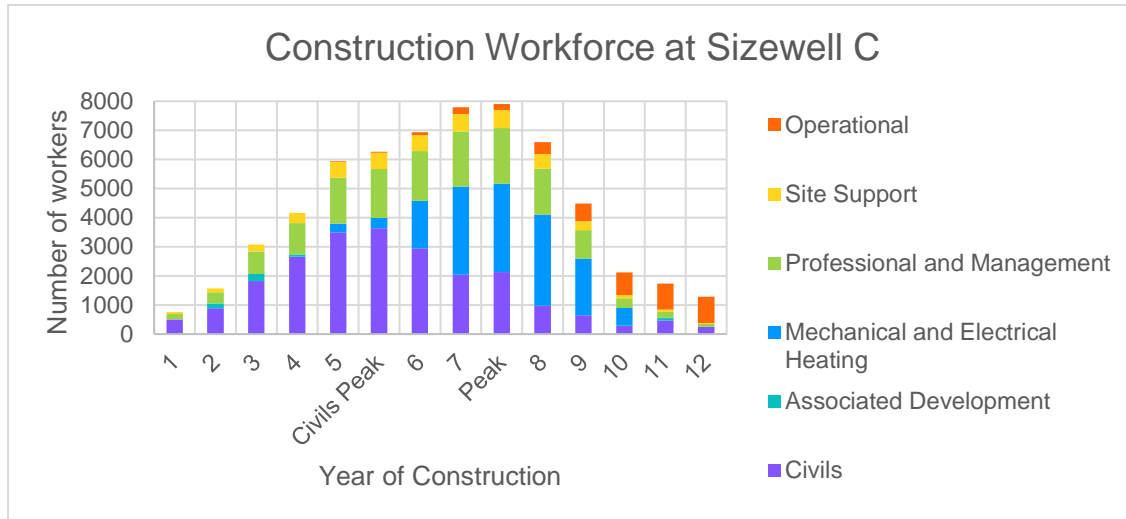


Figure 1: Projected Construction Workforce for SZC by Skill/Role

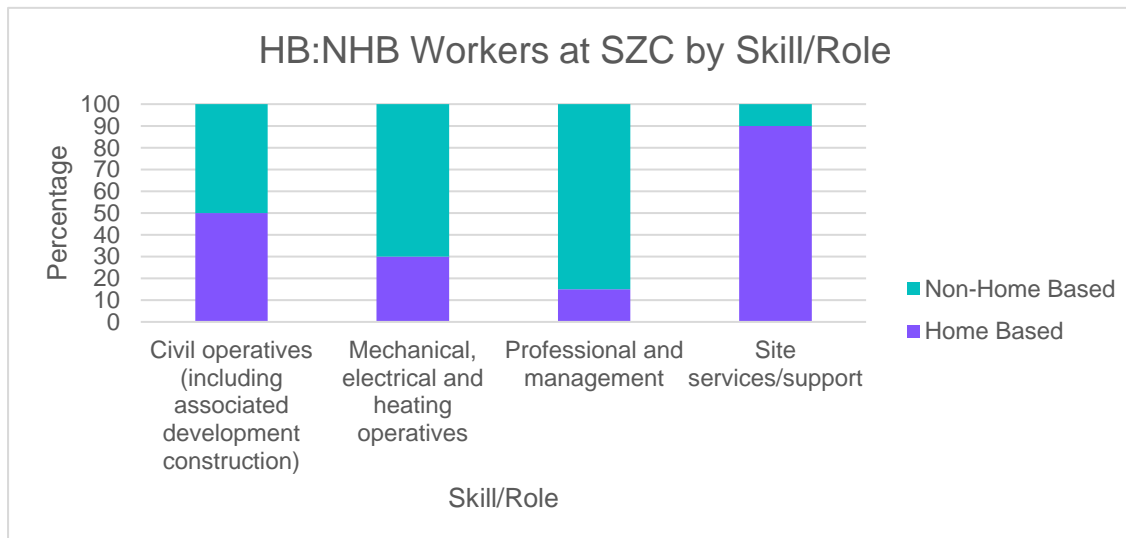


Figure 2: Proportion of Workers HB/NHB during Peak Construction at SZC by Skill/Role

HPC had an original peak workforce estimate of 5,600 as submitted in the Development Consent Order application stage. In 2022 this increased to 8,600 with the impacts of COVID-19 cited as the main reason. Since then, the workforce has increased significantly with current peak estimated at around 15,000. The detailed reasons for this are not fully known and public however. These are likely linked to the resolution of design changes and subsequent design adaptations, the fact that the civil works are progressing slower than the initial forecast and the greater overlap between the main civils and MEH phases. Lessons learnt from HPC have fed into the projections for SZC.

¹⁰ These graphs in Figure 1 and Figure 2 were produced using data from “Development Consent Order Application; Environmental Statement - Volume 2 Main Development Site, Chapter 9 Socio-economics” [21] [22]. The predictions for SZC incorporate learning from HPC.

3.3 Housing strategy

3.3.1 Defining homebased and non-homebased workers

The following information for SZC was developed based upon lessons learnt from SZB, HPC and other major infrastructure projects.

Homebased workforce:

- Unconstrained Home-Based (HB) workers, who would mostly travel up to 90 minutes to site.
- Site services HB workers, who would mostly travel up to 45 minutes to site.
- Associated development HB workers, who would mostly travel up to 90 minutes to site.

Non-homebased workforce:

- Construction workers estimated to take up accommodation in the privately rented sector within 60 minutes of site.
- Construction workers estimated to take up accommodation in the tourist sector within 60 minutes of the site.
- Longer-term construction workers estimated to take up accommodation in the owner-occupied sector within 60 minutes of the site.
- Operational staff at peak construction, who will either be recruited from the local area or will move permanently to the area; SZC requires operational staff to live within 25 miles of site.

In terms of family, there was little data available. When SZB was constructed, each construction worker brought on average 1.2 non-construction worker adults and 0.85 children to the area. Applying current (pre-peak) HPC statistics, SZC could bring up to 400 children to the area. At HPC, 13% of workers surveyed answered that they had brought family with them. Applied to SZC, this would equate to 765 'families' of 2 or more people (discounts workers on the accommodation campus and caravan park, as families are not allowed there). NHB Families are likely to be more represented in the owner-occupied sector.

3.3.2 Accommodation types

Types of accommodation include, for SZC and HPC include the below. Further information for SZC is presented in Table 6 on specific numbers by type of accommodation.

- Campus
 - Originally two at HPC (one on site and one in Bridgwater), with approximately 1,500 beds, increased to three with the introduction of the Brean Sands campus and an additional 940 beds.
 - One at SZC (onsite plus an amenity centre with shops, restaurants etc), with 2,400 beds.
- Private rented
- Tourist accommodation (e.g. the SZC is also using a holiday camp in Lowestoft to house around 500 workers, based into site).
- Private owned
- Caravan sites

For Vogtle 3 & 4 [4], it was projected that approximately 2,500 construction workers would migrate into the region; 2,000 would require long-term housing and 500 would need temporary housing or live in privately-owned mobile homes. It was decided that the counties that would experience in-migration had enough housing units to accommodate the influx of workers, and therefore no extra long-term accommodation would need to be built. For the workers living in mobile homes, temporary recreational vehicle (RV) parks were to be constructed.

At Barakah there appears to be provision of accommodation adjacent to the power plant, including amenities.

At OL3 there is the Olkiluoto accommodation village, with workers also travelling to site from nearby towns and municipalities either by or by bus. It is understood that considerable numbers of houses have been built in the Rauma regions during the OL3 construction phase [10]. There has also been an increase in shops and services in the region.

Table 6 - Accommodation type for Sizewell C¹¹

Reference Project	Accommodation	Worker numbers
Sizewell C	Homebased (Construction project)	2,016
	Homebased (Associated development)	600
	Non-homebased (Campus)	2,400
	Non-homebased (Caravan Site)	600
	Non-homebased (Private Rented)	1,200
	Non-homebased (Tourist accommodation)	802
	Non-homebased (Owner-occupied, Construction project)	649
	Non-homebased (Operational staff)	233

3.4 Hinkley Point C experience

3.4.1 Peak years

Figure 15 shows the origin of those travelling to work on the HPC site at the end of 2024¹². The information is taken from the HPC 2024 Q4 quarterly report on transport [16]. For context the HPC site (including the HPC campus) is situated in the West Somerset district. The Sedgemoor campus is within the Sedgemoor district.

The 2023-2024 study [15] of peak construction years considered accommodation impacts. Positive findings included:

- NHB worker concentration and distribution in the local areas was in line with original predictions
- Campuses are effective in attracting NHB workers.

¹¹ Information obtained from the Environmental Statement in 2020. Subsequent changes, such as securing former tourist accommodation in Lowestoft, may alter these numbers.

¹² For workers who spent 5 days within the last 30 days on-site

4 Business and employment

4.1 Local / Regional Impact

The construction of a Nuclear Power station will have a regional / local impact on the businesses around those locations. This section provides a high-level overview of the factors contributing to the possible impact for the local and regional businesses for SZC and HPC. However, it should be noted that the exact impact to those businesses is to large extend dependent on the existing business profile of the regions around the Nuclear Power station. Projecting the UK figures onto the Dutch situation without knowing the exact nature of the Dutch business profile is thus hard.

4.1.1 Hinkley Point C

The study [14] on the impacts on the early-stage construction indicated the following key positive outcomes:

- Transformational benefits of local educational and training initiatives.
- Local employment percentages for the local region above those predicted.
- Successful promotion of local and regional supply chain opportunities.

HPC annual socio-economic impact reports for 2024 [27] and 2025 [28] note that:

- The local district area is seeing a growth in the number of medium-sized companies that is ten times higher than anywhere else in the South-West region of the UK.
- £5.3 billion has been spent directly with businesses across the region (as of 2024), against original target of £1.5 billion. Projected total spend across the project is £7.3 billion.
- Bridgwater's productivity is now 10% higher than in surrounding towns.
- 3,800 British businesses in the supply chain.
- £13.3 billion contribution to the British economy.
- 64% of the value of HPC goes to British businesses
- Local employment growth is double that seen across the South-West
- 26,000 direct and indirect jobs supported across Britain, with 9,000 people working in growth-driving sectors such as advanced manufacturing and clean energy industries.
- 4,500 people working at HPC are from Somerset, of which 1,100 people are from most deprived areas in Somerset. This is expected to grow to 5,000.
- 35% of all employees are from the most deprived areas in Britain.
- For every £1 spent by the project, a further £2.30 is generated in wider economic value within the South-West
- Collaboration with the Somerset Chamber of Commerce to maximise local benefit and opportunity [29]

4.1.2 Sizewell C

From Sizewell C the Environmental, Social and Governance Commitments Report [30] states:

- Estimated that at least £125 million will be spent in the local community each year during the construction of the new nuclear power plant.
- Sizewell C Consortium has committed to spending £7 billion in local regions across the nuclear supply chain
- 80% of food provided to site workforce to be locally sourced (withing 75 mile radius of the Sizewell C site) – food budget is just under £60 million over 12-year construction period [31].

4.2 Education and skills

4.2.1 Hinkley Point C

The HPC socio-economic impact reports for 2025 [28] and 2024 [27] provide information on key benefits realised by the project:

- £24 million on education, skills and employment, including three Centres of Excellence (Welding, Electrical and Mechanical) which support traineeships and apprenticeships – 30,000 training places have been taken up.
- 1,520 apprentices have been trained at HPC (against original target of 1000) in 70 disciplines, with 70% of these from the South-West of England and 19% female.
- 14,300 people trained in locally based Centres of Excellence, including centres of excellence in the local area for welding, mechanical and electrical engineering, construction, and innovation.
- The National College for Nuclear is a dedicated centre for developing a skilled workforce for the nuclear sector.
- 25% growth in young people aged 25-39 within the local area, three times greater than the national average.
- HPC pays the UK Government's apprenticeship levy, which goes to small and medium sized businesses across the Southwest to recruit and train their own apprentices.
- £17 million has been provided to local projects and through a community fund.
- 2,000 young people engaged in 80 school events in 2024.

4.2.2 Sizewell C

The following impacts are predicted:

- 1,500 apprenticeships to become available
- At peak construction a third of the workforce are expected to come from the local area
- Pledges made to recruit from local towns.
- £20 million to be delivered to support skills development in the local region.
- Young Sizewell C programme to help connect young people to career and apprenticeship opportunities in the region.
- Plans to build and open a new college in Leiston by September 2027, offering education and training to 16yr olds and above, including support to over 500 local apprentices. The college would provide pathways aligned with the needs of SZC as well the wider energy, infrastructure and engineering sectors.

5 Amenities

Table 7 provides information on the status of certain services and amenities prior to the construction of SZC, as well as the predicted impacts and mitigation to be put in place.

Table 7 - SZC amenities and services: existing status, impacts and mitigation

Project	Amenity	Information
Sizewell C [21], [22], [32],	Policing	<p>Status at the beginning of the project</p> <ul style="list-style-type: none"> - Suffolk experienced lower crime rates compared to the national average (71.5 crimes per 1,000 people compared to 87 crimes per 1,000 people). - East Suffolk Council is the 142 most deprived of 317 local authorities in England. <p>Potential impacts</p> <ul style="list-style-type: none"> - Estimates predict an increase in recorded crimes of 0.8% at the peak of construction (0.4% averaged across the entire construction phase), taking into account the workforce as a percentage of population. Increases would be 19.5% at peak in localities closest to the SZC site if there is a direct proportional relationship between population and recorded crime. - A significant issue at HPC has been fly parking, which has caused public concern and high levels of complaints. <p>Mitigation</p> <ul style="list-style-type: none"> - During construction, the delivery of large components via road transport will be managed by the Construction Traffic Management Plan which outlines regular liaison with emergency services and highway authorities. The Traffic Incident Management Plan outlines mitigatory measures for potential traffic delays. - Road safety improvements are outlined in a Transport Assessments. - SZC has included embedded design measures and workforce management, including a Worker Code of Conduct, to mitigate against potential increases in recorded crime. - Provision of recreation and campus amenities, as well as mandatory drug and alcohol testing of workers.
	Fire & Rescue Services	<p>Status at the beginning of the project</p> <ul style="list-style-type: none"> - No data provided. <p>Potential impacts</p> <ul style="list-style-type: none"> - Several risks have been associated with SZC in relation to fire and rescue services although no numerical data was provided. These include:

Project	Amenity	Information
		<ul style="list-style-type: none"> ○ potential incidents on the site, increasing both demand and type of incidents the service is required to respond to. ○ potential increase in demand arising from the temporary increase in population caused by the construction workforce. ○ potential increase in demand for community information and awareness training <p>Mitigation</p> <ul style="list-style-type: none"> - On-site incidents will be managed by SZC procedures which aim to ensure that contractors operate safely and are able to commence rescue from any equipment they bring on to the main development site. Equipment, resources and training will be put in place to ensure that the site can support contractors' rescue and provide first response to any fire incidents. The Community Safety Management Plan and the Code of Construction Practice have been developed with these requirements in mind. - SZC has developed a mitigation strategy and financial contributions for increased pressure on fire and rescue services and a potential increase in response times due to increased traffic (set out in the Construction Traffic Management Plan and Traffic Incident Management Plan).
	<p>Health and Ambulance Services</p>	<p>Status at the beginning of the project</p> <ul style="list-style-type: none"> - There are 61 GP Surgeries, 11 community hospitals and 2 accident and emergency facilities within the 60-minute travel area around the SZC site. - The area performs generally better on health and wellbeing outcomes compared to the regional and national averages. <p>Potential impacts</p> <ul style="list-style-type: none"> - The SZC project is expected to increase demand for health and ambulance services with an estimated 47 GP referrals, 124 minor injury referrals and 1,217 non-ambulance hospital referrals. - Health impacts from changes in air quality, transport changes, noise exposure, changes in socio-economic factors and quality of life were seen as non-significant, with no major adverse impacts identified. SZC did include some health-based mitigation in the form of local road improvement and commitment to a Section 106 Agreement¹³.

¹³ The Section 106 Agreement is a formal legal document that outlines the obligations for developers to contribute to local infrastructure and services as a condition for obtaining planning permission. This will include financial payments.

Project	Amenity	Information
		<p>Mitigation</p> <ul style="list-style-type: none"> - SZC has committed to mitigatory measures for impacts on health services arising from non-home-based workers, primarily through financial compensation through a Section 106 Agreement. - SZC has also committed to on-site occupational health service provision also through a Section 106 Agreement to reduce capacity on local health facilities. - The occupational health service will include health initiatives and campaigns to proactively minimise impact on local services. - SZC has committed to implementing a health surveillance programme to cover typical injuries on nuclear sites. - SZC also includes tertiary mitigation through procedures like the Dust Management Plan, Construction Traffic Management Plan, Construction Worker Travel Plan and the Noise Mitigation Scheme.
	<p>Education and Social Services</p>	<p>Status at the beginning of the project</p> <ul style="list-style-type: none"> - Localities closest to the SZC site have a surplus of 66 available pre-school places, although Suffolk more widely currently has a deficit of 3,000 places. - Primary school surplus capacity in localities closest to the SZC site was averaged at 6% and 12% within the 60-minute travel area around the site. - Secondary school surplus capacity in localities closest to the SZC site was averaged at 7.5% and 12% within the 60-minute travel area around the site. - No data on existing social services provision was provided. <p>Potential impacts</p> <ul style="list-style-type: none"> - 166 increase in pre-school children within Suffolk (180 within the 60-minute area) – 139 of which would be concentrated in one council area (East Suffolk). - 175 increase in pre-school children within Suffolk (190 within the 60-minute area) – 146 of which would be concentrated in one council area (East Suffolk). - Some schools in the locality would be running at or near capacity at the peak of construction – noting capacity was already narrow. - SZC noting several risks which could increase demand for social service provision although no detailed numerical data was presented. Risks include: <ul style="list-style-type: none"> o potential risks to vulnerable young people and care leavers. o cultural differences between construction workers and residents. o drugs, alcohol and prostitution including exploitation of young girls by a predominantly male workforce.

Project	Amenity	Information
		<ul style="list-style-type: none"> o potential risks related to access to and delivery of sexual health services. o potential risks on the delivery of services, particularly to vulnerable older people. o potential demand for social services and mental wellbeing services. <p>- Welfare in schools such as English as an Additional Language</p> <p>Mitigation</p> <ul style="list-style-type: none"> - SZC has committed to work with the local County Council throughout the construction phase to identify changes in capacity and demand from construction workers, and where applicable, mitigate those effects via a public services contingency fund to be secured through the Section 106 Agreement¹⁴. - SZC has committed to linking strategies with priority social services target groups through the Employment, Skills and Education Strategy to be secured via a Section 106 Agreement. For example, outreach programmes will be aimed at targeting children not in education, employment or training. The Employment, Skills and Education Strategy includes: <ul style="list-style-type: none"> o A SZC Job Service – focussed on local recruitment and training. o skills initiatives to support local training, skills enhancement and assessment facilities. o educational initiatives to foster aspirations in energy, engineering and construction careers and build on opportunities for young people. - Community engagement will be supported to address issues arising from the construction of SZC and specifically vulnerable groups access public services. - The development of a Community Safety Management Plan to raise safeguarding concerns and propose solutions as well as embed security and vetting checks for workers. - The provision of community information and worker information to promote integration and awareness via ‘welcome packs’ for contractors and workers and briefings for public service providers. - The management of workforce accommodation and building in measures to reduce risks in the design – including provision for emergency services presence, welfare, food/drink and recreation activities for workers at the accommodation campus, and physical and temporal separation of use of shared recreational facilities in localities surrounding the site.
	Regulatory and	Status at the beginning of the project

¹⁴ A Section 106 agreement is a legal document between developers and local authorities to mitigate development impacts by funding infrastructure, affordable housing, or community services.

Project	Amenity	Information
	Environmental Services	<ul style="list-style-type: none"> - No data provided. <p>Potential impacts</p> <ul style="list-style-type: none"> - Increased demand for waste collection, street cleaning and food safety, health and safety, pest control and public health are likely to occur due to an increase in population. Demand is highest in localities closest to the SZC site, with almost 50% increase of workers in non-council-tax accommodation. - The proposed approach to mitigating accommodation impacts through the provision of an accommodation campus is likely to mitigate the impact on the main regulatory and environmental service functions. <p>Mitigation</p> <ul style="list-style-type: none"> - SZC has committed to reaching an agreement with a commercial waste contractor to collect waste from accommodation campus and caravan facilities built for the project.
	Leisure and tourism	<p>Status at the beginning of the project</p> <ul style="list-style-type: none"> - Existing provision of sports halls, swimming pools, indoor tennis and bowls, health and fitness facilities and squash courts are considered adequate to meet existing needs. - There is generally higher sports club membership than the regional and national averages and the majority of people in the Built Facilities Assessment visit health and fitness centres at least once a week. - It is noted that there is a lack of 3G pitches, athletics tracks and MUGAs in the locality nearest to the SZC site. <p>What types of facilities and amenities were impacted?</p> <ul style="list-style-type: none"> - The SZC project is likely to generate increased demand for adult football (4.71 teams generated), cricket (1.24 teams generated), rugby (0.89 teams generated) and synthetic hockey (1.03 teams generated). - Taking into account the workforce, demand for sports facilities is expected to increase but is likely to be met by existing provision. Exceptions exist where there is already a significant deficiency in provision (i.e., synthetic pitches). - The tourist economy is expected to be negatively impacted as a result of the SZC project. <p>In what way was (more) pressure on local amenities alleviated?</p> <ul style="list-style-type: none"> - Provision of sports and leisure facilities as part of the SZC project. This includes gym and informal recreation facilities at the accommodation campus and formal

Project	Amenity	Information
		facilities off-site including a 3G pitch and a Multi-Use Games Area (MUGA). Were new amenities built just for the workforce? If so, what type? - As above.

5.1 Hinkley Point C experience

The 2019 HPC impact study [14] into impacts during the early years of construction reported on health, crime and community aspects.

Positive findings included:

- Provision of bespoke and well-staffed on-site Medical Centre has minimised the impacts on local health services, including demand on emergency services.
- No significant local health impacts, including mental health
- No significant impacts with respect to crime

Negative findings included:

- Anti-social behaviour linked to fly parking, causing major public concern and high levels of complaints in several locations.
- Some evidence of increasing negative impacts on wellbeing linked to noise, traffic, caravan sites and site spoil-dumps.

The 2024 HPC impact study [15] identified similar positive findings and highlighted the issue of fly parking as a continuing negative impact.

6 References

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7 Appendix



Figure 3: Main development site construction areas (approximate outlines) and transport infrastructure (SZC)

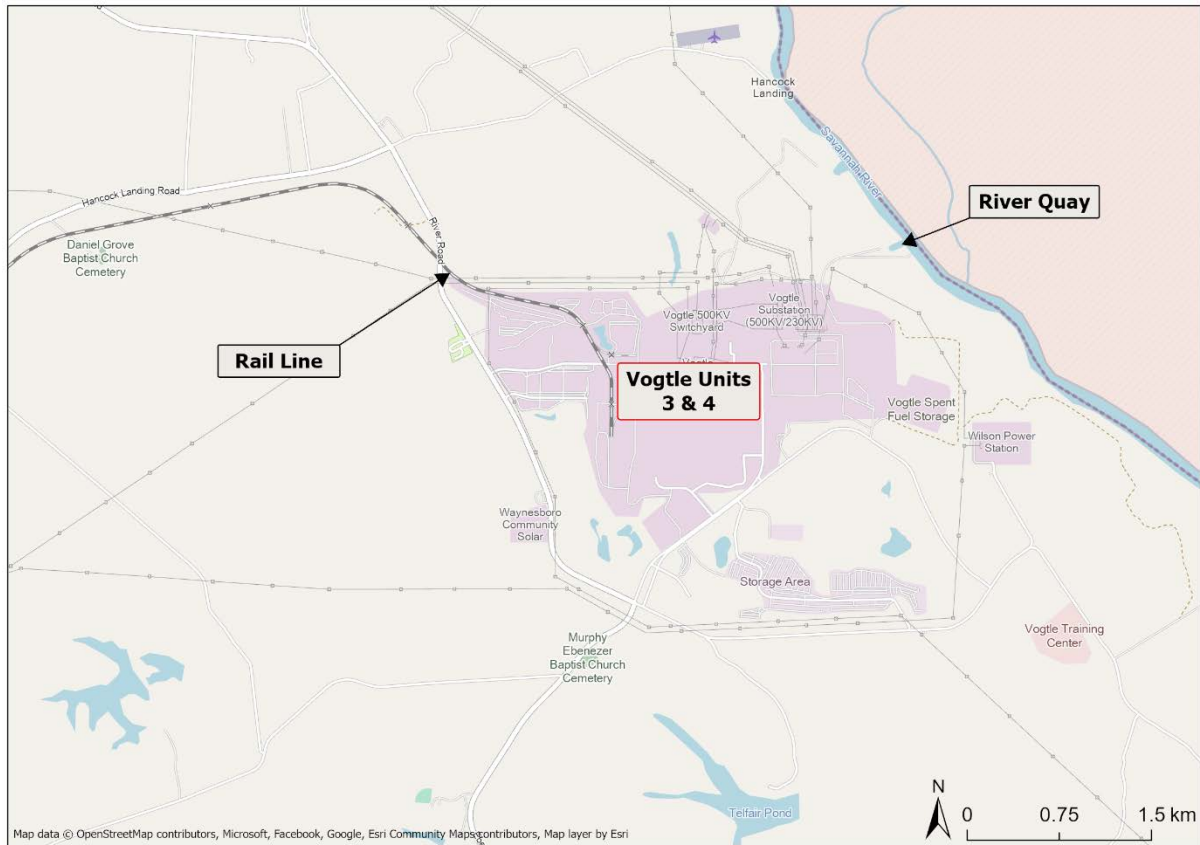


Figure 4: Rail, road and river quay transport infrastructure, Vogtle Nuclear Power Plant (USA)



Figure 5: Key additional road and transport management infrastructure (SZC)

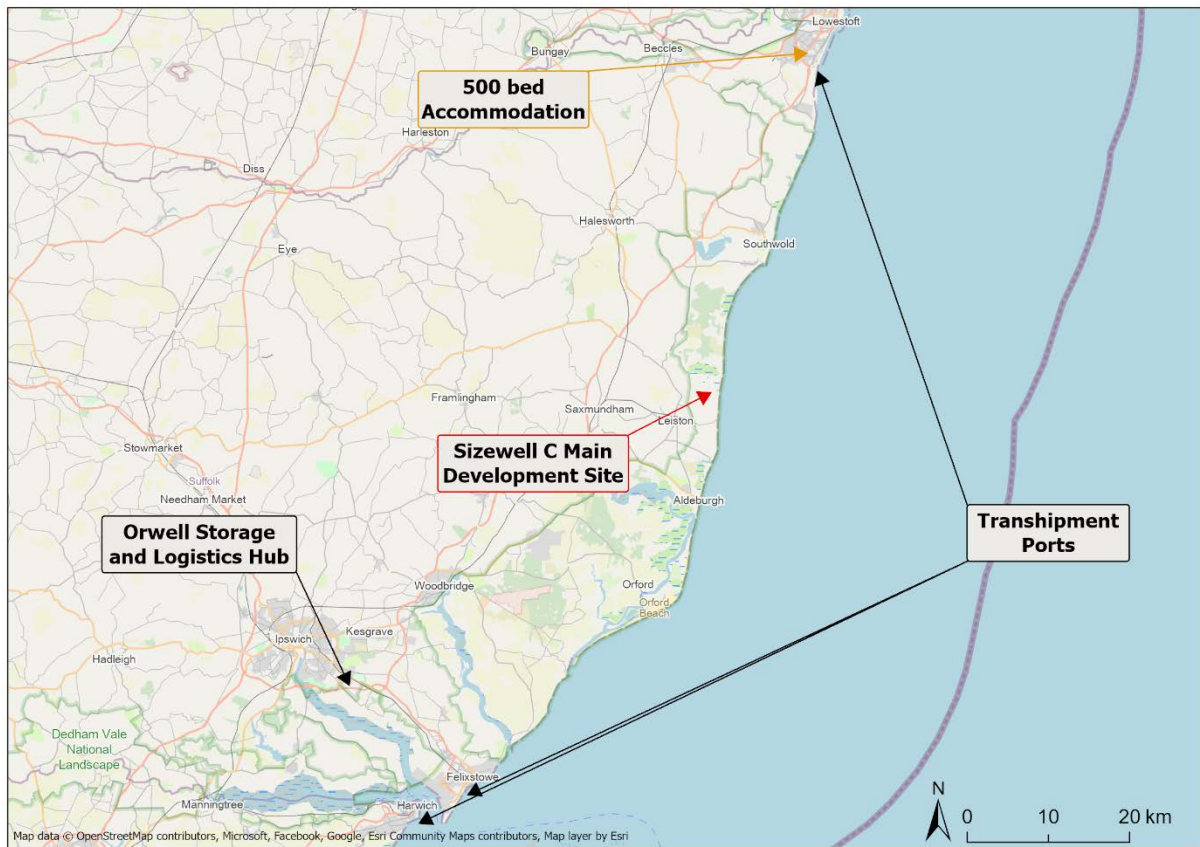


Figure 6: Regional logistics and accommodation infrastructure (SZC)

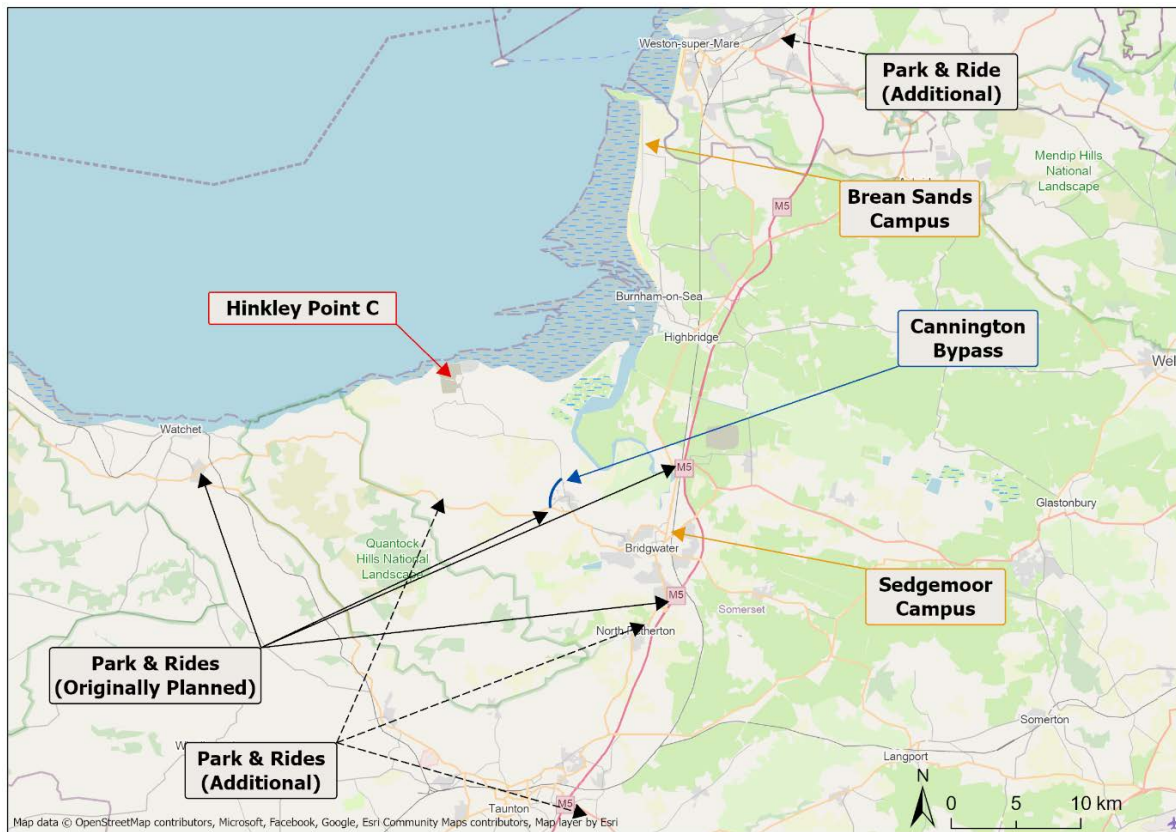


Figure 7: Key additional road, transport management and off-site accommodation infrastructure (HPC)



Figure 8: Reactor vessel delivery to HPC¹⁵



Figure 9: Steam generator delivered to HPC construction site¹⁵

¹⁵ Source: <https://www.edfenergy.com/media-centre>



Figure 10: Temporary jetty (HPC)¹⁵



Figure 11: Steam generator delivered by barge to Combwich Wharf (HPC)¹⁵



Figure 12: Sea transport infrastructure and on-site accommodation campus (HPC)



Figure 13: Transport and accommodation infrastructure in the vicinity of Olkiluoto 3

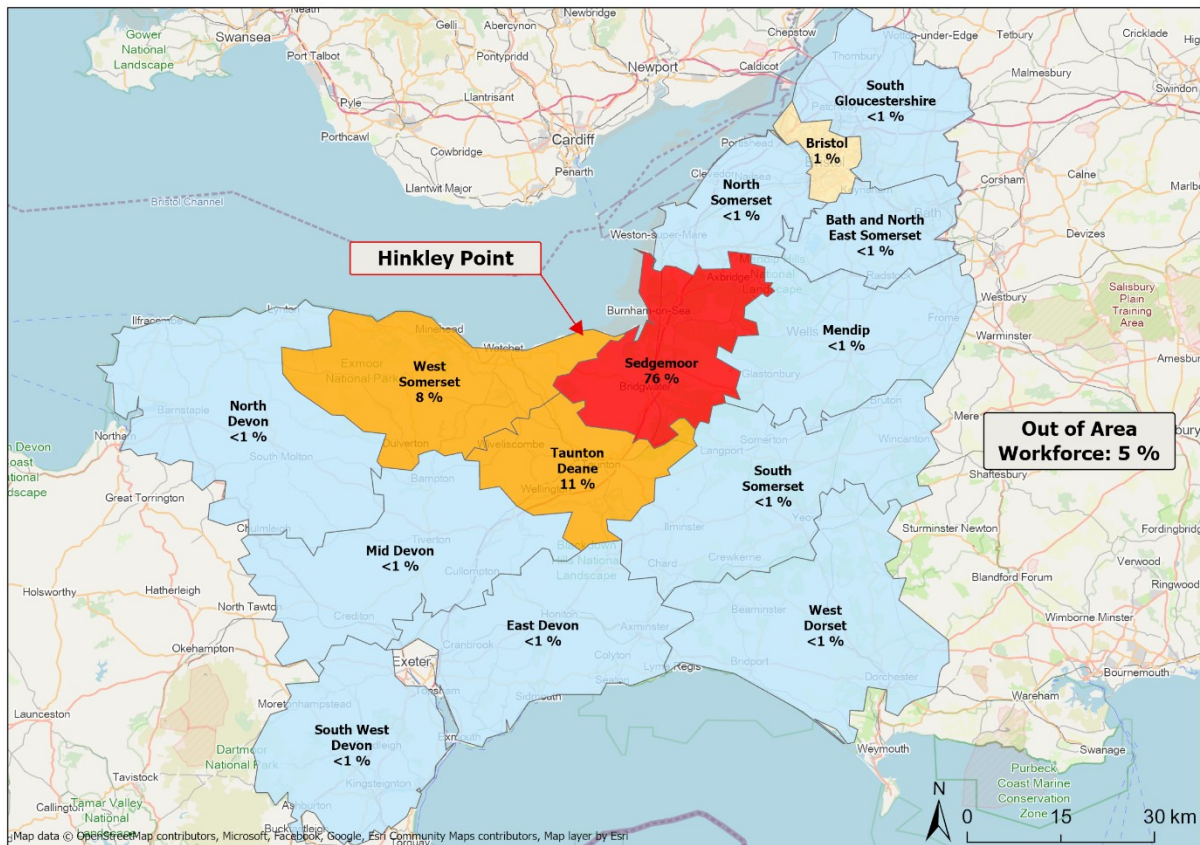


Figure 14: Extent of direct bus services to HPC construction site, with percentages of those using the direct bus services by district (Q4-2024)

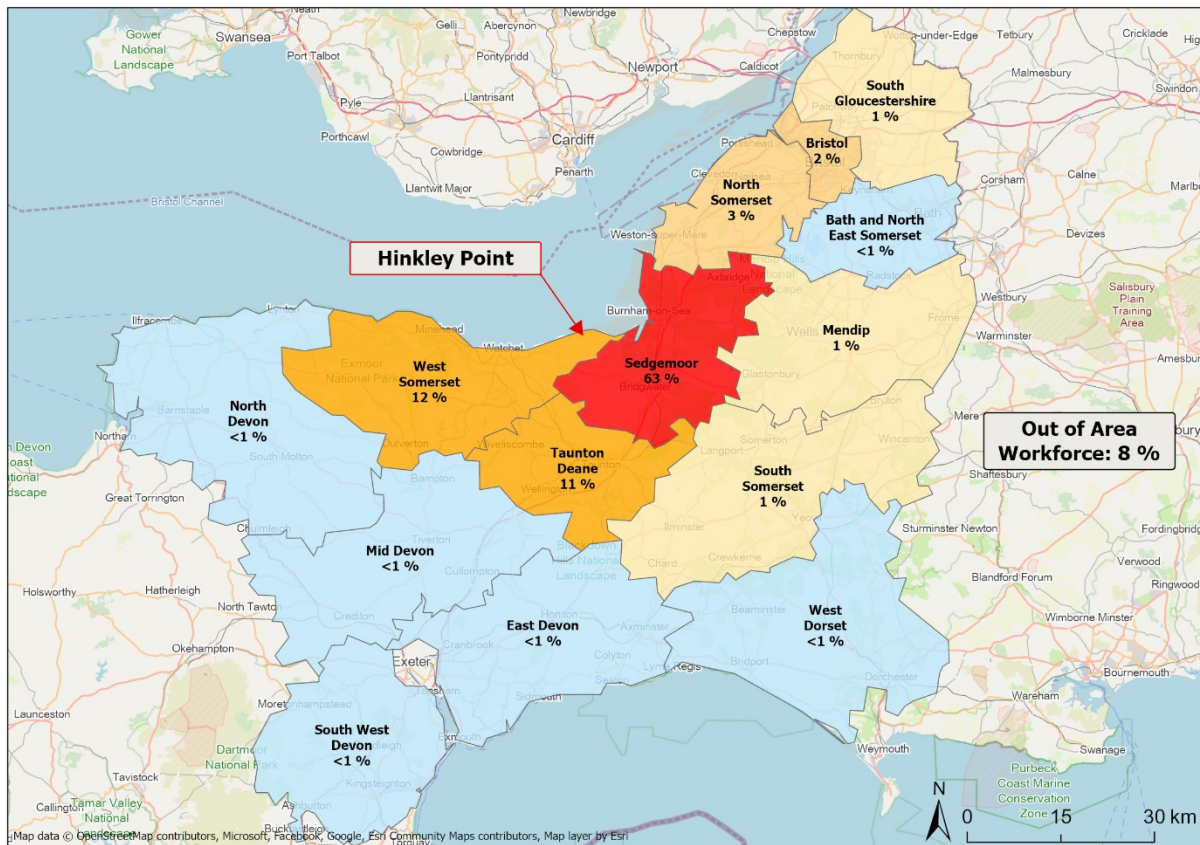


Figure 15: Onsite worker locations, by district, Q4-2024 (HPC)

