

Agenda Item 7

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| Committee: | Cabinet |
| Meeting Date: | 25 May 2010 |
| Lead Councillor/s: | Councillor Guy McGregor, Portfolio Holder for Roads, Transport and Planning |
| Local Councillor/s: | Councillor Richard Smith MVO |
| Director: | Lucy Robinson, Director for Economy, Skills and Environment |
| Assistant Director or Head of Service: | Fran Toomey, Assistant Director, Economic Development and Planning |
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SIZEWELL B DRY FUEL STORE, SIZEWELL

APPLICATION TO THE SECRETARY OF STATE FOR THE DEPARTMENT OF ENERGY & CLIMATE CHANGE (ELECTRICITY ACT 1989 SECTION 36)

- A) CONSTRUCTION OF A NEW DRY FUEL STORE FOR SPENT NUCLEAR FUEL**
- B) RELOCATION OF EXISTING CAR PARK WITHIN THE SITE**
- C) CONSTRUCTION OF NEW BUILDING TO HOUSE CASK TRANSPORTER VEHICLE, OFFICES AND TRAINING FACILITIES AND PROVISION OF STORAGE AREA FOR EMPTY CONCRETE CASKS AND;**
- D) TEMPORARY USE OF EXISTING OVERFLOW CAR PARK FOR PARKING DURING CONSTRUCTION PHASE**

WHAT IS THE CABINET BEING ASKED TO DECIDE?

1. To make the following response to consultation by the Department of Energy & Climate Change on an application by British Energy to construct a new Dry Fuel Store for spent nuclear fuel at the Sizewell B nuclear power station.
2. That Suffolk County Council has no objections to the grant of planning permission for the development of a new Dry Fuel Store at Sizewell B nuclear power station (and associated relocation of car park and construction of a small storage building and storage area) subject to:

- a) the recommended conditions set out in Appendix 1 and the prior conclusion of a Section 106 Agreement to provide for a Travel Plan and a carriageway condition survey;
 - b) the Secretary of State satisfying himself that the potential health impacts of the proposal have been thoroughly assessed before the grant of planning permission;
 - c) the implementation of a community benefits package to reflect the role that the local community in this part of Suffolk would play in hosting this nationally important infrastructure and the location of the proposals within the Suffolk Coast & Heaths Area of Outstanding Natural Beauty.
3. That Suffolk County Council does not wish to request that a Public Inquiry be held before the Secretary of State for Energy and Climate Change determines the application before him.

WHO WILL BE AFFECTED BY THIS DECISION?

4. The local community and visitors seeking to enjoy the beauty and tranquillity of the Suffolk Coast & Heaths Area of Outstanding Natural Beauty and Heritage Coast.

WHAT ARE THE KEY ISSUES TO CONSIDER?

5. Are the proposals acceptable in land use planning terms? If so, what conditions would Cabinet wish to recommend for inclusion on any grant of deemed planning permission?
6. Is there a case for seeking a package of community benefits beyond those normally achieved through a Section 106 Agreement to reflect the importance of such a facility in meeting the national need for long-term secure storage of spent nuclear fuel?

WHAT ARE THE RESOURCE AND RISK IMPLICATIONS?

7. None.

WHAT ARE THE TIMESCALES ASSOCIATED WITH THIS DECISION?

8. The consultation period for responding expires in early June. The application was submitted in February 2010.

MAIN BODY OF REPORT

The Proposal

9. This application is for:
- a) The construction of a new Dry Fuel Store for spent nuclear fuel on an area of the Sizewell B nuclear power station currently used as a car park and housing an electricity sub-station.
 - b) The relocation of the existing car park within the power station site.
 - c) The construction of a building and hard standing area to house the specialist vehicle required to move the proposed concrete flasks, provide some office and training facilities and to store empty concrete flasks prior to their being filled.

- d) The temporary use of the existing overflow car park at Sizewell B for car parking during construction.
10. Appendices 2 and 3 show the location of the proposed development. Appendix 4 shows the elevations of the proposed Dry Fuel Store and Appendix 5 shows the location and elevations of the proposed smaller storage and training building.

Application Process

11. British Energy (as part of EDF Energy) has made the application to the Department of Energy & Climate Change under Section 36 of the Electricity Act. The Secretary of State for the Department of Energy and Climate Change will determine the application. If the Secretary of State resolves to approve the application, planning permission is “deemed” to have been granted.
12. The County Council is a statutory consultee. If it were to object to the application, it would have the opportunity to request to the Secretary of State that a Public Inquiry be held before he reaches his decision.

National Policy on Managing Radioactive Waste

13. In September 2001, the UK Government and the devolved administrations instigated the first stage of its Managing Radioactive Waste Safely Programme. The second stage began in July 2002 when Government published its response to the 2001 consultation, followed in 2003 by the appointment of the independent Committee on Radioactive Waste Management (CoRWM).
14. Government commissioned the Committee on Radioactive Waste Management to oversee a review of options for the long-term management of the UK’s higher activity radioactive waste, and to recommend the option, or combination of options, that could provide a long-term solution, providing protection for people and the environment.
15. The Committee on Radioactive Waste Management began its work in November 2003 and delivered its recommendations in its report to Government on 31 July 2006.
16. In the autumn of 2006, Government published its response to the Committee on Radioactive Waste Management’s 15 recommendations, many of which related to the achievement of geological disposal. The Committee on Radioactive Waste Management’s first and second recommendations, and Government response, are relevant to the proposed Dry Fuel Store, and are described (in extract) in Appendix 7.
17. In summary the Committee on Radioactive Waste Management supports the Government’s objectives of disposing of higher activity radioactive waste material in a geological disposal facility and the need for a robust programme of interim storage as an integral part of the long-term management strategy.

Background Information

18. Spent nuclear fuel from the Sizewell B power station is currently stored under water in a fuel pond that forms part of the original design of the station. The water acts as a radiation barrier and cools the material.

19. It was not intended that the spent fuel storage needs of the entire lifetime of Sizewell B would be met by the existing fuel pond. However, it was expected that sufficient capacity would exist to meet the need up to 2025. However, UK safety requirements now mean that less spent fuel can be stored in the pond than was originally proposed and it is projected that the pond will be full by 2015.
20. It is therefore proposed to construct a new Dry Fuel Store to accommodate spent fuel after it has cooled sufficiently in the pond. Fuel currently in the pond would be taken out, dried and sealed within gas-tight containers before being transported to the new Dry Fuel Store and then encased in massive concrete containers. These containers provide the requisite passive radiation shielding.
21. It is the Government's intention to construct a long-term geological disposal facility for higher activity radioactive wastes such as spent fuel. However, it is unlikely that this will come to fruition for several decades and movement of waste to the facility will take decades to complete.
22. In the meantime, as set out in Appendix 7, it is Government policy to implement a robust program of interim storage so that such waste is stored safely and securely at all times until its emplacement in a geological facility.
23. This means that the Dry Fuel Store building and the spent fuel within it is likely to be retained on site until the end of the century. The application suggests that waste might be transferred from the site over a 20-year period starting in 2080.
24. There is however, as yet, no certainty that a suitable geological repository will be constructed or a firm timescale for its delivery.

The Proposed Dry Fuel Store Building and Associated Development

25. The proposed building would be constructed on a concrete pad within an existing car park, which is sited between Sizewell B and the former Sizewell A power station.
26. The building would be 110 metres long, 50 metres wide and 18 metres high and cover an area of approximately 0.55 hectares. It would be steel framed and clad in coloured metal profiled sheeting to match the existing B Station. The building would keep the casks wind and watertight but is not intended to provide a radiation barrier.
27. The building would be big enough to accommodate Sizewell B's spent fuel up to 2035 (the current assumed operating lifetime of the station) with some contingency in case the station's operating lifetime is extended.
28. The building would have a design capability to provide interim storage for a period of up to 100 years.
29. The existing car park, which accommodates 295 car parking spaces, would be relocated immediately north of the existing west car park (see Appendix 3). This is currently an area of low-value grassland and scrub.
30. A permanent storage area for non nuclear material would be provided next to the replacement car park. The cask transporter would be stored in a new building here and the building would also house office and training facilities. Space for the storage of a small number of empty concrete casks would be provided adjacent to the building.

31. The car park and storage areas would cover an area of about 0.66 hectares. The storage area would be 65 metres long and 14 metres wide and would include the building. This would be 28 metres long, 14 metres wide and 11 metres high. The building would be clad in similar materials to those of the Dry Fuel Store.
32. The construction of the proposed Dry Fuel Store building is expected to take around 24 months commencing in 2012. A period of preparation and commissioning is required either side of a 12 month construction phase. The phases expected within the 12 month construction phase include:
 - a) Engineered Fill Two months
 - b) Dry Fuel Store Pad Five months
 - c) Building/security Five months
33. The construction workforce is not expected to exceed 50 personnel during the peak construction phase. Working shifts would be a standard 10-hour shift from 0800 to 1800 Monday to Thursday. Friday would be reserved for any activity over run.

Spent Fuel Management Options

34. British Energy carried out a Spent Fuel Management Option Study to identify and assess options to manage Sizewell B's spent fuel.
35. Given the importance of delivering a solution by 2015, it was decided that the Study should only include those options that were already in use elsewhere and which would have a realistic chance of being licensed in the UK and commissioned by that date.
36. A range of options that were either at an early stage of development or were more speculative were excluded - this included direct disposal to the UK's national Geological Disposal Facility, which will not be available for many years, or options involving disposal of fuel overseas as this is against UK policy.
37. The four remaining technologies were:
 - a) Reprocessing.
 - b) Dry storage in vaults.
 - c) Dry storage in casks.
 - d) Wet storage in ponds.
38. This work identified that dry storage of spent fuel on site within casks inside a new building was the Best Practicable Environmental Option for the interim storage of Sizewell B's spent fuel, pending its eventual disposal to the UK's proposed Geological Disposal Facility.

Pre Application Consultation with the Local Community and Others

39. British Energy held four events in spring 2009 to explain to key stakeholders and the community its plans for managing spent fuel at Sizewell B after 2015. Two separate events were held for Sizewell residents, local councillors and the Sizewell Stakeholder Group.
40. Two public exhibitions were held at Leiston United Church in May 2009 and included information on all aspects of the proposed development. 270 people attended the events in spring 2009 and a further 28 responded by

mail. Their feedback informed the finalisation of the Best Practicable Environmental Option.

41. A further four events were held in autumn 2009, to update stakeholders and the local community with the progression of the proposals. Two public meetings were held in Sizewell and two public exhibitions were held at Leiston United Church in November 2009. Again, 270 people attended these events.
42. British Energy has also consulted statutory consultees during the preparation of the application and in the preparation of the accompanying Environmental Statement. In particular, it has consulted with the relevant regulatory authorities, including the Nuclear Installations Inspectorate and the Office for Civil Nuclear Security (both subdivisions of the Health & Safety Executive), and the Environment Agency.

Environmental Assessment

43. The application is supported by an Environmental Statement under the Electricity Works (Environmental Impact Assessment) Regulations 2000. This assesses the likely environmental impacts of the proposal. It also discusses the alternatives that were considered.
44. Consultation with internal consultees has covered noise and air quality, rights of way, landscape and ecology, highways development management, and archaeology.
45. A summary of the potential environmental impacts under the following headings is set out below.
 - a) Potential radiological impact.
 - b) Geology, Hydrogeology and Land Quality.
 - c) Flora & fauna.
 - d) Traffic & Transport.
 - e) Noise.
 - f) Air Quality.
 - g) Landscape and Visual Amenity.
 - h) Human activity, including Flood Risk.

Potential Radiological Impact

46. The spent fuel would be dried and sealed within gas-tight containers and then transported to the Dry Fuel Store via an internal haul route where they would be encased in concrete casks. These containers would be stored without any active systems being required to maintain their integrity. There would be no pathway for any material to be released during storage and monitoring would be carried out to confirm their continued integrity.
47. Direct radiation would be reduced to a very low level by the shielding provided by the very large casks. This would protect workers who spend time close to the casks as well as the public.
48. The assessment of potential radiological impacts is assessed as negligible for workers, the public and on the natural environment. The Health & Safety Executive (and its constituent agency the Nuclear Installations Inspectorate) is responsible for regulating safety on nuclear licensed sites and is a statutory consultee on the application. It will consider the potential

health impacts of the proposal. Suffolk County Council and NHS Suffolk sought public health advice and would like to be reassured that there is no need for a Health Impact Assessment to be carried out on the proposal. It is recommended that the Secretary of State should be requested to satisfy himself that the potential health impacts of the proposal have been thoroughly assessed before the grant of planning permission.

Geology, Hydrogeology and Land Quality

49. Risks in this category are primarily related to the construction phase and cover such possibilities as unearthing contaminated land during construction of foundations and the possible increase in sediment discharge from the site to adjacent watercourses etc. The conclusion of the Environmental Statement is that after the implementation of the proposed mitigation measures, these potential impacts are of negligible to minor adverse significance.

Flora and Fauna

50. As the site of the proposed Dry Fuel Store is already a car park there will be no impact on flora or fauna. The replacement car park and smaller building/storage site would occupy an area of low value grassland and scrub and is considered to have low ecological value.
51. Although the site is close to sites of recognised international, national and regional significance, the potential environmental impacts are considered to be negligible with the only potential impact being noise disturbance to birds at the Sizewell Marshes Site of Special Scientific Interest during the construction phase. However, the impact is considered to be negligible.

Traffic and Transport

52. Traffic is expected to use the well-established route from the A12 at Yoxford along the B1122 and then via "Lovers Lane" towards Sizewell. It is not considered likely that the construction would lend itself to rail borne haulage and is of insufficient size to warrant constructing any new marine landing facility. All construction materials and personnel would access the site by road.
53. The main HGV traffic generation activity would occur during the construction of the concrete pad. This is expected to be completed in five 10-hour shifts spread over a two-week period. During this period, the maximum number of lorry movements would be 280 movements per day (140 in and 140 out). Outside of this intensive period, the HGV activity would be relatively low with an average of just over eight lorry movements per day over the 12 month construction period.
54. The Environmental Assessment suggests that there would be no impact on highway safety and no impact on driver delay because of the proposed development. A moderate adverse impact on pedestrian amenity (without mitigation) during the peak construction period is identified. Mitigation would focus on the timing of the continuous concrete pour to ensure the least impact on neighbouring communities and this would be achieved through continued community consultation.
55. The Area Highways Manager has recommended that a carriageway condition survey should be carried out before and after construction and any maintenance required because of the increased traffic should be

carried out at the applicant's expense. This is included in the recommended items for inclusion in a Section 106 Agreement.

Noise

56. The general construction activity is predicted to result in no impact to any nearby receptors, given their distance from Sizewell B. Noise impact from off-site construction traffic is predicted to be negligible. The Environmental Statement suggests that a 20mph speed limit on the B1122 from Yoxford to the site would be the most effective means to reduce both noise and vibration impacts and recommends a planning condition to this effect be imposed on any planning permission.
57. However, both the County Council's Noise & Air Quality Manager and the Highways Development Management Manager have recommended that such a speed limit should not be introduced. This is because the noise and potential vibration impacts are less affected by vehicle speeds but rather by the condition of the surface of the road and the condition of the vehicles. There is also concern that vehicles travelling at this slow speed along the B1122 and Lovers Lane might lead to driver frustration for vehicles following the lorries and risk unwarranted attempts to overtake in inappropriate locations.
58. Any maintenance to the highway from the A12 at Yoxford to the site, required prior to commencement of construction, will be identified and carried out under the terms of the proposed Section 106 Agreement.

Air Quality

59. Air quality impacts of construction traffic are assessed as being negligible to minor adverse. Dust and on site construction impacts are considered to be negligible.

Landscape and Visual Amenity

60. The Environmental Statement concludes that although the proposed Dry Fuel Store is a large building it does not further impose on the landscape; sitting within the existing Sizewell B site and concealed from most viewpoints. It also recognises that the decommissioning of Sizewell A will fragment the overall built form of the existing power stations but that it is likely that the Dry Fuel Store will itself be decommissioned before the decommissioning of Sizewell A is complete.
61. The overall impact of construction on the landscape is assessed as negligible.

Human Activities

62. This covers a wide range of potential impacts including, economic impacts, impacts on Public Rights of Way and Flood Risk
63. The Environmental Statement suggests that given the limited size of the workforce (which would peak during the construction phase) the Dry Fuel Store is likely to have only a negligible impact on the local economy.
64. No impact on the Public Rights of Way network is considered likely.
65. A Flood Risk assessment has indicated that the proposed Dry Fuel Store is not within an area at risk of flooding from either nearby rivers or the sea. The Dry Fuel Store is situated on naturally high ground and the impact of flooding (allowing for the potential impacts of climate change) has been

assessed as negligible. The Environment Agency has confirmed it has no objection to the proposal subject to conditions. It has also confirmed that if a Sustainable Urban Drainage System for the carp park cannot be implemented there is sufficient capacity to manage surface water run-off within the site.

Relevant Planning Policies

66. There are a number of relevant development plan policies against which the proposal needs to be judged. These are set out fully in the Environmental Statement (pages 30 – 34) and include policies in the East of England Plan, the Suffolk Structure Plan (where appropriate), the Suffolk Coastal Local Plan and the Suffolk Waste Local Plan.
67. Of particular importance are the policies to protect Areas of Outstanding Natural Beauty and the policy in the Suffolk Waste Local Plan that specifically addresses the issue of storage of spent nuclear fuel at Sizewell.
68. This policy, WLP22, is set out in full below.

“Facilities for the treatment, storage or disposal of intermediate level radioactive waste and spent fuel generated at Sizewell will be acceptable within the nuclear licensed area at Sizewell where:

- a) This is consistent with the national strategy for managing radioactive wastes and discharges and/or the decommissioning plan for Sizewell A;*
- b) The outcome of economic and environmental assessments justify it not being dealt with off site; and*
- c) Facilities are located and designed in order to minimise adverse impacts on the environment.*

Such facilities will not be acceptable outside the nuclear licensed site at Sizewell.”

69. A similarly worded policy is contained within the Suffolk Waste Core Strategy Submission version that has recently been submitted to Government for Independent Examination.

Comments of the Director for Environment & Transport

Planning Policy and Environmental impacts

70. The provision of a Dry Fuel Store building is integral to the continued generation of electricity at Sizewell B. The existing fuel pond is nearly full and alternative arrangements for the safe and secure storage of spent fuel are necessary.
71. The consideration of alternatives has indicated that the Best Practicable Environmental Option is to store the spent fuel in casks within a building on site. This is in accordance with the Government’s strategy for the interim storage of spent fuel pending the provision of a long-term geological disposal facility. Even if, ultimately, options other than long term geological storage are promoted, in the short term the storage of such material close to where it is generated is a sensible and practical solution and one which accords with the Suffolk Waste Local Plan and emerging Suffolk Waste Core Strategy.
72. The advantages of storing the spent fuel on site are that it minimises the transportation of the waste, ensures waste handling is minimised and

contained within the existing nuclear licensed site, and retains the material within the secure environment of the existing nuclear power station site.

73. In environmental terms, the building is likely to have minimal impact being well located within the complex of existing buildings at the site and well screened to views from outside of the site. Whilst the building would be located within the Suffolk Coast & Heaths Area of Outstanding Natural Beauty, there is a demonstrated national need for the building to be located here and the impact of the proposal on the AONB is negligible.
74. There will be some short-term impacts, for example in terms of construction traffic, noise and disturbance but these are relatively short lived and are not considered particularly severe.

Duration of Permission

75. The intention is to store the encapsulated spent fuel in the Dry Fuel Store at Sizewell until the proposed national geological disposal facility has been constructed. The timescale for delivering such a facility is uncertain but it is not likely to be in place until towards the middle of the Century and there would be a phased programme extending over many decades to emplace existing high level radioactive waste into the facility. No site has yet been identified and Government are consulting on processes for identifying a site that has community support.
76. The Dry Fuel Store would therefore be designed to store spent fuel until 2100, well beyond the expected lifetime of Sizewell B power station itself. This would mean that the site of the Dry Fuel Store would not be capable of being decommissioned until the next Century.
77. However, it is possible that Sizewell A power station would not be fully decommissioned until around this time as the current Lifetime Strategy programme envisages long-term care and maintenance until 2102 with the final demolition of the reactor building being deferred until then to take advantage of natural radioactive decay. The transition into decommissioning at Sizewell B is currently planned to begin in 2032 based on a shut down of generation in 2035. Site clearance and release for re-use is scheduled for 2054 but these timescales could be extended if, as has happened at other Pressurised Water Reactors elsewhere the operating lifetime is extended.
78. So, despite the long-term nature of the proposal it neither prejudices nor delays the ultimate return of the whole of the Sizewell power station site to non power generation uses.

Community Benefits

79. Community benefits are often negotiated in association with planning applications by means of Section 106 Agreements. Government policy on the use of such agreements indicates that they should only carry weight in the planning process if they meet certain policy tests.
80. Usually, the terms of such agreements are designed to mitigate the environmental, economic or social impacts of proposed development. In the case of the proposed Dry Fuel Store, mitigation measures can be achieved by the imposition of planning conditions. A list of recommended conditions to be sent to the Secretary of State as part of the Council's response to this consultation is set out in Appendix 1. These have been drafted in consultation with Suffolk Coastal District Council which is also a statutory

consultee on the application. They have also been discussed with the applicant who has confirmed that they are acceptable to them.

81. However, the Dry Fuel Store would play an important national role in dealing with radioactive waste generated from nuclear power stations. In a recent case in Cumbria, Cumbria County Council granted planning permission for a long-term, but interim, Low Level Radioactive Waste repository near Drigg (an extension to an existing facility, which is the only facility of its kind in the UK).
82. As part of the negotiations associated with this proposal, the Council was able to negotiate a significant package of community benefits. The Agreement provides for an Initial Payment of up to £10 million and Annual Payments of £1.5 million per annum for every year when radioactive material is consigned to the repository.
83. Although contained within a Section 106 Agreement the purpose of the payments are to off set the perceived impact of such a facility on the social and economic fabric of the area rather than to mitigate the direct impacts of the development. The Community package is to be used to fund social and economic projects throughout the designated area (which is significantly more extensive than the immediate location of the repository).
84. There are clear differences in the purpose and operation of the proposed Dry Fuel Store at Sizewell and the Low Level Waste Repository at Drigg, not least of which is that the Low Level Repository receives waste from across the UK (whereas the Dry Fuel Store would only handle spent fuel from Sizewell B).
85. However, there are similarities. Both play a part in delivering the Government's national strategy for dealing with radioactive waste and both potentially have a negative impact on the image of the area in which they are located. Furthermore, the justification for the development in an Area of Outstanding Natural Beauty is based on the national need for energy generation and the limited number of locations where such facilities may be located.
86. It is therefore considered that the Secretary of State for Energy and Climate Change should be recommended to make the grant of planning permission contingent on the implementation of a community benefits package to reflect :
 - a) the role that the local community in this part of Suffolk would play in hosting this nationally important infrastructure;
 - b) the location of the proposals within the Suffolk Coast & Heaths Area of Outstanding Natural Beauty; and
 - c) the long term nature of this nationally important infrastructure over the rest of this Century.

Copies of the application and supporting documentation are on deposit in the Councillors area and can be viewed on the British Energy web site by following the attached link

<http://www.british-energy.com/pagetemplate.php?pid=488>

An exhibition of material relating to the proposal will be on display in the Councillors' area for one week before the Cabinet.

Appendix 1: Recommended list of planning conditions to be imposed on any grant of deemed planning permission

Appendix 2: Site Location Plan

Appendix 3: Drawing Number GEN/AB/02 Rev 3 Application site boundary.

Appendix 4: Drawing Number GEN/AB/04/Rev 3 Elevations and cross sections Dry Fuel Store

Appendix 5: Drawing Numbers GEN.AB/07 Rev 3. Location plan and elevations. Component store and preparation area

Appendix 6: Landscape Designations

Appendix 7: Extract from Government response to the Committee on Radioactive Waste Management

SOURCES OF FURTHER INFORMATION

- a) Copies of the application and supporting documentation are on deposit in the Councillors area and can be viewed on the British Energy web site by following the attached link
<http://www.british-energy.com/pagetemplate.php?pid=488>
- b) Managing Radioactive Waste Safely: (CM 7368) Government White Paper June 2008.
- c) Committee on Radioactive Waste Management Suffolk Waste Local Plan 2006.

Recommended conditions that should be imposed on any grant of deemed planning permission by the Secretary of State for Energy and Climate Change

Time limit

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Approved plans

2. The development shall be carried out in accordance with the application dated 26 February 2010, submitted to the Secretary of State for the Department of Energy and Climate Change and made pursuant to the Electricity Act 1989 Section 36, and the following plans hereby approved (or such other plans as may subsequently be approved in writing as a non material variation by the Local Planning Authority):

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| GEN/AB/01 | Plan showing the land to which the application relates |
| GEN/AB/02 | Application site boundary and development areas |
| GEN/AB/03 | Location plan |
| GEN/AB/04 | DFS building elevations and cross section |
| GEN/AB/05 | Demolition plan |
| GEN/AB/06 | Replacement car park layout |
| GEN/AB/07 | Component store and preparation area |
| GEN/AB/08 | Construction laydown area and temporary car parking area |

Planning Permission

3. From the date of commencement of the development until the date of decommissioning of the site, as detailed by condition 18 below, a copy of this planning permission, granted by direction made pursuant to the Electricity Act 1989 Section 36, including all documents approved in accordance with this planning permission shall be available for inspection on the site during working hours.

Use

4. Only Spent Fuel and associated fuel components originating from Sizewell B power station shall be stored within the Dry Fuel Store.

Environmental Management Plan

5. Development shall not commence until an Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Environmental Management Plan shall detail the measures proposed to:
 - a) prevent pollution to the Sizewell Marshes SSSI and the Sizewell Levels CWS by means including construction and operational drainage proposals;
 - b) reduce the risk of pollution to controlled water by:

- I. preventing untreated drainage from entering watercourses;
 - II. ensuring static plant, such as pumps and generators, is placed on drip trays;
 - III. providing managed facilities for washing construction plant and equipment;
 - IV. storing chemicals in bunding with secondary containment capacity of at least 110% of the volume stored;
 - V. refuelling of vehicles and machinery in designated refuelling areas, and
 - VI. adopting emergency procedures in the event of a spillage or leakage of any polluting material including fuel, oil or sediment-laden drainage.
- c) mitigate ecological impacts by:
- I. not storing construction materials or laying access tracks in, or adjacent to water courses, woodland, or hedgerows;
 - II. establishing temporary construction site fencing to prevent access to habitat areas outside of construction working areas;
 - III. providing covering of construction pits or provision of mammal ramps to prevent animals falling into holes;
 - IV. adopting measures designed to encourage reptile migration from construction areas to the natural habitats running along the north western and south western edges of the development site, and
 - V. reducing the effects during construction on bats by limiting light effects on the scrub and woodland along the western boundary of the development site and by the use during construction of sodium lamps.
- d) protect air quality by:
- I. use by construction vehicles of ultra low sulphur diesel (fuel meeting the specification within EN590:2004), and
 - II. fitting construction vehicles with diesel particulate filters.
 - III. manage biodiversity of the woodland belt on the western boundary of the proposed replacement car park site including measures for selective thinning, trimming and under-storey planting over a five year period.

Landscaping

6. Prior to the commencement of development (including the installation of any temporary contractor's compound or buildings on the proposed replacement car parking area) a landscape plan detailing woodland and scrub planting (which shall comprise native scrub species including berry-bearing species) proposed to consolidate the existing woodland and scrub habitats along the western boundary of the proposed replacement car park site shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented within the first available planting season after the commencement of the development.

Protection of Semi Natural Habitats

7. Prior to the commencement of development details of fencing to protect the semi natural habitats proposed to be retained within the development site boundary shall be submitted to and approved in writing by the Local Planning Authority. The approved fencing shall be erected prior to the use of the proposed replacement car park as a temporary construction laydown area and shall be retained throughout the construction period of the proposed replacement car park in its approved form.

Lighting

8. Prior to the commencement of development a lighting scheme (including a plan) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the number, location, colour and height of proposed permanent and temporary lighting columns, details of any activity sensors to be used and the type of luminaire to be used. The scheme shall describe the lighting levels that will be achieved within the areas proposed to be lit and include measures to reduce light pollution of adjoining areas.

Materials

9. The commencement of the development shall not take place until there has been submitted to approved in writing by the Local Planning Authority a scheme which shall include:
 - a) the siting, design, external appearance and dimensions of all buildings and structures which are to be retained following the commissioning of the development;
 - b) details of the colour, materials and surface finishes in respect of those buildings and structures.
10. No development shall take place until samples of the materials to be used in the construction of the external surfaces have been submitted to and approved in writing by the Local Planning Authority.

Construction Hours of Operation

11. The hours of operation for construction activities and associated HGV traffic access to and egress from the site shall be limited to between 08:00 to 18:00 hours Monday to Friday, except:
 - a) where continuous periods of construction operations are required, such as concrete pouring, or
 - b) for the delivery of abnormal loads to the sitewhen such operations or deliveries will be permitted outside the above times with the prior written approval of the Local Planning Authority.

Noise

12. The developer shall where requested in writing by the Local Planning Authority demonstrate that:
 - a) Good practice procedures to minimise noise are instigated as set out in Part 1: of BS5228 Noise (BSI, 2009);
 - b) Best Practicable Means (BPM) as defined in Section 72, of the Control of Pollution Act 1974 (COPA);

have been applied to all construction works.

13. Except in an emergency, the Applicant shall give at least 48 hour written notice in advance to occupiers of residential properties who are likely to be affected by constructional noise that exceeds 64dBA expressed as a 1 Hour LAeq value when measured at 1m from the facade of their residential properties with such notice to include an estimate of how long the noise levels beyond 64dBA will continue.

Dust

14. Prior to the commencement of the development, a scheme describing the operations which are likely to produce dust and including the measures proposed to reduce the emission of dust beyond the site boundary shall be submitted to and approved in writing by the Local Planning Authority.

Contaminated Land

15. Prior to the commencement of development a scheme detailing ground investigation measures, assessment methodology of potential pollutant pathways and environmental receptors together with a remediation method statement for the safe removal or encapsulation of contaminated land shall be submitted to and approved in writing by the Local Planning Authority. Once approved the scheme shall be implemented in its entirety.
16. In the event that unexpected significant contamination is encountered during any development works, the works in the affected part of the site shall cease and the Local Planning Authority shall be notified in writing at least seven days prior to any removal or encapsulation of any contaminants.
17. Within seven days of receipt of a written request from the Local Planning Authority the developer shall provide written validation that:
 - a) all contaminated material removed from the site has been removed by an appropriate licensed contractor to a facility approved by the Environment Agency;
 - b) all imported material is suitable for its intended use and certified to CLEA standard, as specified in the European Community Directive 80/778), and
 - c) remediation measures have been undertaken to render the site suitable for the use hereby approved.

Decommissioning

18. A decommissioning plan detailing site reinstatement measures proposed and the timing of the removal of Spent Fuel shall be submitted to and approved in writing by the Local Planning Authority two years prior to the end of the operational lifetime of the Dry Fuel Store. The plan shall include a timetable for all works and remediation measures to reinstate the land to an approved end use.

Prior Approval

19. With respect to any condition that requires the written approval of the Local Planning Authority the works thereby approved shall be carried out in accordance with that approval unless subsequently otherwise approved in writing by the Local Planning Authority.

20. Such conditions recommended by the Environment Agency in its letter dated 30 April 2010.
21. The condition recommended by Natural England in its letter dated 28 April 2010.

