

The Sizewell C Project

Non-Material Change 1: Environmental Compliance Report

Revision: 1.0

Applicable Regulation: Regulation 4

PINS Reference Number: EN010012

May 2026

Planning Act 2008
Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011

Sizewell C
The power of good for Britain

Contents

1 Introduction 1
1.1 Background 1
1.2 Structure of this Report 1
2 Overview of Changes 2
3 Environmental Screening Changes 3
4 Change 1: Use of LEEIE as an Integrated Reinforcement Yard 6
4.1 Introduction 6
4.2 Description of Change 1 6
4.3 Consideration of Environmental Topic Assessments 11
4.4 Summary of Potential Environmental Impacts 14
4.5 Removal of the Previously Anticipated Caravan Park 20
5 Change 2: Simultaneous Use of Rail Facilities at the LEEIE and Temporary Construction Area 24
5.1 Introduction 24
5.2 Description of Change 2 24
5.3 Consideration of Environmental Topic Assessments 24
5.4 Summary of Potential Environmental Impacts 28
5.5 Conclusion 29
6 Change 3: Greater flexibility in the precise siting of the Intermediate Level Waste Store within the Main Development Site 30
6.1 Introduction 30
6.2 Description of Change 3 30
6.3 Consideration of environmental topic assessments 30
6.4 Summary of Potential Environmental Impacts 35
7 Consideration of Potential In combination Effects associated with Changes 1 to 3 37
8 Shadow Habitats Regulations Assessment 38
9 Conclusions 38

Appendices

Appendix A Change 1 Integrated Reinforcement Yard Assessment of Potential Environmental Effects
Appendix B Shadow Habitats Regulations Assessment Review

1 Introduction

1.1 Background

1.1.1 Sizewell C Limited ("SZC") is the undertaker with the benefit of The Sizewell C (Nuclear Generating Station) Order 2022 (the "DCO" or the "Order"). SZC is promoting the construction, operation, maintenance and decommissioning of a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C.

1.1.2 The Sizewell C site is located on the Suffolk coast, to the north of the existing Sizewell B nuclear power station, approximately halfway between Felixstowe and Lowestoft and to the north-east of the town of Leiston. The authorised development comprises the Main Development Site and a range of associated onshore and offshore development and infrastructure required for the delivery of the power station.

1.1.3 Consent to construct, operate, maintain and decommission Sizewell C is provided by the DCO, which was made by the Secretary of State on 20 July 2022 pursuant to the Planning Act 2008.

1.1.4 This Environmental Compliance Report ("Report") has been prepared to accompany and support a Non-Material Change application ("NMC1") made under section 153 and paragraph 2 of Schedule 6 of the Planning Act 2008. The Report demonstrates that the proposed changes would not give rise to any new or materially different likely significant environmental effects beyond those assessed in the Environmental Statement ("ES") and the Habitats Regulations Assessment ("HRA") relied upon by the Secretary of State in determining to make the Order. All references in this Report to the "ES" and "Shadow HRA" should be taken to relate to the environmental information relied upon by the Secretary of State in making the Order.

1.2 Structure of this Report

1.2.1 The remainder of this Report is structured to provide a clear and proportionate explanation of the proposed non-material changes, together with an assessment of their environmental implications in relation to the ES and the Shadow HRA:

- Section 2 provides a list of the proposed non-material changes, with further details provided within the Non-Material Change Application Report.
- Section 3 presents an environmental screening of all proposed changes. This screening exercise identifies which changes require further environmental consideration and which can be screened out on the basis that they relate solely to drafting or administrative amendments to the Order and do not alter the assumptions underpinning the ES.
- Sections 4 to 6 provide further detail on those changes that have been screened in for further consideration. For each relevant change, these sections describe the nature of the change, identify the environmental topics considered within the ES, and summarise the assessment undertaken to confirm whether the change would give rise to any new or materially different likely significant environmental effects.
- Section 7 provides an assessment of potential in-combination effects when considering the collective implementation of the individual changes that form NMC1;

- Section 8 provides further detail on how any changes that have been screened in for further environmental assessment alter the conclusions of the Shadow HRA;
- Section 9 draws together the outcomes of the screening and assessment to confirm why, when considered individually and cumulatively, the proposed changes are considered to be non-material for the purposes of section 153 and Schedule 6 of the Planning Act 2008.

1.2.2 Where further detailed technical assessment has been undertaken, this is reported in the supporting appendices, with the main body of the Report providing a clear summary of conclusions to enable a proportionate and accessible understanding of the environmental implications.

2 Overview of Changes

2.1.1 NMC1 comprises a focussed package of non-material changes to the DCO. The changes are limited in scope and are intended to facilitate refinements to the design and delivery of the authorised development, reflect construction-stage learning and experience from comparable projects, and ensure clarity and efficiency in the operation of the DCO.

2.1.2 None of the proposed changes would extend the Order limits, alter the fundamental nature of the authorised development or require additional compulsory acquisition of land or rights.

2.1.3 The proposed non-material changes comprise the following:

- Change 1: Use of part of the Land East of Eastlands Industrial Estate ("LEEIE") as an Integrated Reinforcement Yard.
- Change 2: Simultaneous use of rail facilities at LEEIE and the Temporary Construction Area ("TCA").
- Change 3: Greater flexibility in the precise siting of the Intermediate Level Waste Store within the Main Development Site, and other corrections to the Main Development Site Operational Parameter Plans.
- Change 4: Public Rights of Way amendments associated with the Sizewell Link Road, the Two Village Bypass and the Main Development Site.
- Change 5: Clarification of the process for approving departures from certified control documents.
- Change 6: Refinement of the Traffic Regulation Order power.
- Change 7: Ensuring that variations to the Deemed Marine Licence can take effect without a parallel change to the DCO.
- Change 8: Minor drafting corrections to the DCO.

2.1.4 Further details on these proposed changes and control documents updated as a result are set out within the Non-Material Change Application Report.

3 Environmental Screening Changes

3.1.1 This section presents an environmental screening of the proposed changes to determine whether further environmental assessment is required to consider whether they would give rise to new or materially different likely significant environmental effects compared with those identified within the ES or affect the conclusions of the Shadow HRA relied upon by the Secretary of State in determining to make the Order.

3.1.2 Where a change relates solely to amendments to the wording of the Order and does not alter any of the assumptions underpinning the environmental assessments, it has been screened out of further consideration within this Report.

Table 3-1: Environmental Screening of Changes

Change	Screened in for further environmental consideration	Justification / Further Information
Change 1: Use of part of the LEEIE as an Integrated Reinforcement Yard	Yes	Change 1 introduces changes to the assessment assumptions made within the ES and further consideration of these is required. Potential implications on impact pathways assessed within the Shadow HRA have also been reviewed.
Change 2: Simultaneous use of rail facilities at the LEEIE and TCA	Yes	Change 2 introduces changes to the assessment assumptions made within the ES and further consideration of these is required. There is no change to the impact pathways assessed within the Shadow HRA as a result of this change, and as such, further consideration with regards to the Shadow HRA is not required.
Change 3: Greater flexibility in the precise siting of the Intermediate Level Waste Store within the MDS and corrections to plans	Yes	Change 3 introduces changes to the assessment assumptions made within the ES and further consideration of these is required. There is no change to the impact pathways assessed within the Shadow HRA as a result of this change, and as such, further consideration with regards to the Shadow HRA is not required.
Change 4: Public Rights of Way – Sizewell Link Road, Two Village Bypass	No	Change 4 aligns Public Rights of Way (PRoW) stopping-up and diversion extents with the detailed highway designs, corrects omissions and inaccuracies between the certified plans

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Change	Screened in for further environmental consideration	Justification / Further Information
and Main Development Site		and schedules and authorises new PRoW running alongside the Sizewell Link Road and Two Village Bypass. Changes to design introduced through Change 4 require minor updates to the Rights of Way Plans, which do not materially alter any of the assumptions made within the ES or the Shadow HRA, including with regards to the assessment of impacts associated with amenity and recreation and pedestrian delay. Due to the nature of the change, no new or different likely significant environmental effects are anticipated and no further assessment is required.
Change 5: Clarification of process for approved departures from certified control documents	No	As a purely procedural amendment, Change 5 does not change any of the assumptions made within the ES or the Shadow HRA . Therefore, no new or different likely significant environmental effects are anticipated and no further assessment is required.
Change 6: Refinement of the Traffic Regulation Order power	No	As a purely procedural amendment, Change 6 does not change any of the assumptions made within the ES or the Shadow HRA. Therefore, no new or different likely significant environmental effects are anticipated and no further assessment is required. Furthermore, because in the DCO the use of the power under article 24(2) is always subject to "the consent (such consent not to be unreasonably withheld) of the traffic authority in whose area the street is situated, which consent may be subject to reasonable conditions", any exercise of this power would be subject to a consideration of the potential impacts of any such use of

Change	Screened in for further environmental consideration	Justification / Further Information
		the power at the time consent is sought from the traffic authority. Accordingly, no further assessment is required at this stage.
Change 7: Ensuring that variations to the Deemed Marine Licence have effect without a parallel change to the Order	No	As a purely procedural amendment, Change 7 does not change any of the assumptions made within the ES or the Shadow HRA. Therefore, no new or different likely significant environmental effects are anticipated and no further assessment is required.
Change 8: Drafting corrections to the Order	No	Change 8 does not change any of the assumptions made within the ES or the Shadow HRA as it only relates to the wording of the Order. Due to the nature of the change, no new or different likely significant environmental effects are anticipated and no further assessment is required.

3.1.3 Table 3-1 identifies that further consideration is needed for the following changes:

- Change 1: Use of the LEEIE as an Integrated Reinforcement Yard (with regards to the assessments within the ES and Shadow HRA);
- Change 2: Simultaneous use of rail facilities at the LEEIE and TCA (with regards to the assessments within the ES only); and
- Change 3: Greater flexibility in the precise siting of the Intermediate Level Waste Store within the MDS (with regards to the assessments within the ES only).

3.1.4 These three changes are discussed further in Sections 4 to 8 of this Report.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

4 Change 1: Use of LEEIE as an Integrated Reinforcement Yard

4.1 Introduction

4.1.1 This section provides further details of Change 1, identifies the environmental topics considered within the ES that require consideration, and summarises the assessment undertaken to demonstrate whether the change would give rise to new or materially different likely significant environmental effects.

4.1.2 At the time of the grant of the DCO, it was envisaged that the LEEIE would be used as a temporary caravan park during the construction period of the power station. This was reflected in the Construction Method Statement and in the parameters specified as Zone C13 on the Main Development Site Construction Parameter Plans, which are certified control documents listed in Schedule 23 to the Order and are referenced in the requirements in Schedule 2.

4.1.3 Drawing on construction-stage learning from Hinkley Point C, SZC now considers that an on-site Integrated Reinforcement Yard is required in Zone C13.

4.1.4 The Integrated Reinforcement Yard would cut, bend and assemble steel reinforcement for the construction of the power station. It would be located close to the TCA and rail facilities, reducing Heavy Goods Vehicle (HGV) movements on the wider highway network and increasing construction efficiency and programme resilience.

4.1.5 The Integrated Reinforcement Yard and associated facilities are temporary construction infrastructure and would be removed prior to the operation of Sizewell C.

4.1.6 The LEEIE railhead, through which construction material such as tunnel segments would be delivered, is already approved under the DCO and is under construction. To handle delivery of the tunnel segments at LEEIE, SZC also intends to construct and operate a Marine Tunnel Segment Storage yard ("MTSS Yard") in Zone C14 of the LEEIE. This does not form part of NMC1 as it falls within the scope of the approved development and parameters. However, for completeness, the potential combined effects of using the MTSS Yard with the Integrated Reinforcement Yard and operation of the LEEIE railhead are considered in this Report.

4.1.7 The following terms are used in this Report:

- "Revised Construction Use": the Integrated Reinforcement Yard, MTSS Yard and extended use of the LEEIE railhead;
- "Revised Construction Works": construction of the Integrated Reinforcement Yard and MTSS Yard;
- "Revised Construction Activity": operation of the Revised Construction Use during the construction period of the Sizewell C project;
- "Previously Anticipated Construction Use": uses described for Zones C13 and C14 within the unamended Construction Method Statement.

4.2 Description of Change 1

4.2.1 The revised Main Development Site Construction Parameter Plans, submitted with NMC1, modify construction Zones C13 and C14 within the LEEIE, together with the applicable general and exceptional height parameters. The proposed change relates to the use of part of these zones for the Integrated Reinforcement Yard and related

infrastructure. The specific construction use of these zones is specified in the revised Construction Method Statement, also submitted with NMC1.

4.2.2 The key changes from the construction assumptions at the time of the grant of the DCO are:

- Replacement of a worker caravan site (including 400 caravan pitches) and associated infrastructure with an Integrated Reinforcement Yard.
- Minor changes to the extents of Zones C13 and the surrounding zones to accommodate the Integrated Reinforcement Yard.
- Minor changes to the area where construction activity up to +75m tall (AOD) can take place under the Exceptional Condition criterion. The proposed change does not require any height increases under the General Condition criterion in any parameter zone.

a) Integrated Reinforcement Yard

4.2.3 The Integrated Reinforcement Yard will comprise internal working areas and external storage space for the processing of steel reinforcement bars and associated works. The internal areas will comprise a Steel Cut and Bend facility, an Assembly Area, plus supporting facilities and infrastructure. This section provides further details of the components of the Integrated Reinforcement Yard along with the justification for this Revised Construction Use and details on the construction and use of the facility.

i) Overview

4.2.4 The Integrated Reinforcement Yard will comprise the following parts:

- An internal Steel Cut and Bend Facility, housing the machinery to cut and bend reinforcement bars.
- An Assembly Area, comprising multiple smaller internal workshop facilities for activities including joinery; metal working; and the preparation, repair and maintenance of formwork panels, falsework systems, scaffolding and propping systems.
- Supporting facilities and infrastructure including welfare, safety, security, substations, logistics, materials handling and processing, HGV trailer parking and circulation space.

4.2.5 The Integrated Reinforcement Yard is assumed to employ an average of 65 workers (peak of 120) during the 15-month Revised Construction Works period, and a peak workforce of 286 (252 daytime + 34 nighttime) during the Revised Construction Activity. All of the Revised Construction Works staff and 101 of the Revised Construction Activity staff workers required to operate the Steel Cut and Bend Facility are considered additional to those assumed within the ES, noting that some of the activities now proposed to be situated within the Integrated Reinforcement Yard were previously assumed to be elsewhere within the TCA.

ii) Steel Cut and Bend Facility

4.2.6 Activities at the Steel Cut and Bend facility will take place up to 24 hours per day, seven days a week. Outdoor activities will cease between 23:00 and 07:00 daily, excluding shunting movements through the southern door of the Steel Cut and Bend Facility. HGV deliveries will be permitted between 07:00 and 23:00 only. The Steel Cut and Bend

Facility will be located in Zones C13a and C13b, as shown on the revised Main Development Site Construction Parameter Plans, submitted with NMC1.

4.2.7 The Steel Cut and Bend Facility will be up to 340m in length and up to 65m in width. The eastern end of the Steel Cut and Bend Facility will be located no less than 110m from the boundary of the nearest residential receptor and the western end will be no less than 250m from the boundary of the nearest residential receptor.

4.2.8 The Steel Cut and Bend Facility will be steel framed with external building fabric materials that provide a sound reduction performance of at least 40 dB R_w for the walls and the roof. No rooflights will be provided in the Steel Cut and Bend Facility. The roller shutter doors will provide a sound reduction of at least 15 dB R_w when closed and 0 dB when open. Internal industrial curtain partitions will be installed within the building. Internal partitioning is proposed in five locations within the Steel Cut and Bend Facility, constructed using large ceiling-hung insulated vinyl (or similar) strip curtains, and is assumed to provide an effective sound reduction of 7 dB R_w.

4.2.9 Gantry cranage within the Steel Cut and Bend facility will lift metal by magnetic means and by the use of lifting slings and other lifting tackle as required. Metal will not be dropped from height. The magnet will be placed in contact with the metal prior to energising, and de-energising will occur only when the metal is at rest on its receiving surface.

4.2.10 Deliveries to the Steel Cut and Bend Facility will be via roller shutter doors located at its eastern and western ends. The roller shutter doors will provide a sound reduction of at least 15 dB R_w when closed. The roller shutter doors at the eastern and western ends of the Steel Cut and Bend facility will remain open between 07:00 and 23:00 only. During daytime peak activities, there will be up to approximately six HGV deliveries per hour to the western end of the Steel Cut and Bend facility, and up to approximately four per hour to the eastern end. There will be no deliveries at night (23:00 to 07:00 hours).

4.2.11 The steel reinforcement bars will be moved from the Steel Cut and Bend Facility using roller shutter doors on the northern and southern sides of the building. Access via the northern roller shutter door will only be permitted for electric shunter vehicles. There will be up to five electric shunter vehicle movements per hour, excluding the period 23:00 to 07:00 when the door will remain closed. The northern door will be open for up to 50% of the daytime period, with a maximum opening duration of six minutes per shunter movement. The southern access door may be open for all of the time. Apertures will be minimised on the northern and eastern ends of the Steel Cut and Bend Facility. The colour of the Steel Cut and Bend facility will be sympathetic to the local context and will have regard to colour guidance published by the Suffolk and Essex Coast and Heaths National Landscape.

4.2.12 An acoustic barrier will be provided along part of the northern boundary of the Integrated Reinforcement Yard, comprising a bund and fence arrangement as described within the revised Construction Method Statement. The barrier will be imperforate, sealed at the base, and will have a superficial mass of at least 20 kg/m^2.

4.2.13 During construction of the Integrated Reinforcement Yard, vibratory rollers will not be started up or shut down within 120m of the boundary of a residential receptor, and will be operated using appropriately low vibration settings.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

iii) Assembly Area

4.2.14 The Assembly Area will be developed to accommodate multiple internal workshop facilities for different trades. All rebar assembly activities will be carried out indoors within the workshops, with only storage and circulation space provided externally for the materials created. No noise-generating activities will take place in the Assembly Area between 19:00 and 07:00.

4.2.15 All heights will comply with parameters shown on Zone C13a and C13b of the revised Main Development Site Construction Parameter Plan and summarised within the revised Construction Method Statement.

4.2.16 The workshops will be steel framed with external building fabric materials that provide a sound reduction performance of at least 25 dB Rw for the walls and at least 23 dB Rw for the roofs, allowing for rooflights covering up to 15% of the roof area. Roller shutter doors will provide a sound reduction of at least 15 dB Rw when closed and 0 dB Rw when open, and will remain open up to all of the time between 07:00 and 19:00 only. The workshops will be located at least 80m from the highway boundary on the western edge of Lover's Lane.

4.2.17 During construction of the Assembly Area, vibratory rollers will not be started up or shut down within 120m of the boundary of a residential receptor, and will be operated using appropriately low vibration settings.

4.2.18 The workshops will be supported by separate buildings for storage, organising and/or sorting purposes or similar. Assumptions for the purposes of assessment are set out below.

a) Joinery working area

4.2.19 A joinery working area is required for carpentry works to support construction. Computer Numerical Control (CNC) machines, vertical saws and drilling machines will be in use. A Joinery Workshop area is required and will be supported by a separate storage building for tools, components and materials.

b) Metal working area

4.2.20 A metal working area is required to create metal items to support construction, such as metal fixings, working platforms and support frames, A Metal Workshop is required and will be supported by a building containing welding bays and appropriate safety-related equipment. A separate storage building is required for tools, components and materials.

c) Maintenance working area

4.2.21 A maintenance working area is required to help ensure that equipment created in the above areas is suitable for use throughout the Revised Construction Activity. A Maintenance Workshop (also known as the Formwork, Falsework, Scaffolding and Propping systems workshop) is required. The maintenance workshop will be supported by a separate building where the equipment items are first organised and prepared.

d) Supporting facilities and infrastructure

4.2.22 Supporting facilities and infrastructure include welfare, safety, security, substations, logistics, materials handling and processing, HGV trailer parking and circulation space. Assumptions for the purposes of assessment are set out below.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Welfare Building

4.2.23 A Welfare Building will be provided to support workers and will be in use 24 hours a day.

Fire Safety Area

4.2.24 The Fire Safety Area consists of a storage tank and pumping system for firefighting capacity.

Substations

4.2.25 Two electricity substations are required to safely and securely provide electricity.

Logistics Office

4.2.26 The purpose of the Logistics Office is to operate and maintain the activities across the site. It will be in use 24 hours a day.

Scheduling Office

4.2.27 The purpose of the Scheduling Office is to manage and coordinate the planning, timing, and sequencing of activities to ensure smooth and efficient operations. It will be in use 24 hours a day.

Security

4.2.28 The Integrated Reinforcement Yard will be a secure facility, with security fencing and security booths at the site entrance from Lover's Lane.

HGV Trailer Parking

4.2.29 An HGV Trailer Parking area will be provided which will accommodate approximately 60 HGV trailers.

iv) Transport

4.2.30 The LEEIE area will be served by a dedicated rail facility, which is currently under construction and authorised by the DCO. Changes to the **Rail Noise Mitigation Plan**, as submitted with NMC1, facilitate the extended use of this rail facility throughout the construction period and comprise Change 2 in this application.

4.2.31 Due to payload limitations on the local rail network and train length, SZC estimates that a maximum of 900T of steel reinforcement can be moved onto the site by a single train, which is equivalent to removing 35 HGVs off the road per train. The offloading from the rail wagons is assumed to be carried out by means of gantry cranes equipped with a magnetic lifting beam.

4.2.32 If it is decided to deliver steel reinforcement by road, the bundles of steel reinforcement will be transported on 26-ton articulated trailers directly to the Steel Cut and Bend Facility and be offloaded using an internal gantry crane within the Steel Cut and Bend Facility.

4.2.33 Setting up a dedicated Steel Cut and Bend Facility on site, rather than relying on the supply chain, reduces the traffic volume in the area, even if stock steel is transported by road and not by rail. This is because it requires fewer vehicles to transport straight steel bars than those which have already been cut and bent.

v) Height Parameters

4.2.34 Change 1 does not require any changes to the General Condition maximum height parameters of any of the construction zones within the LEEIE. This means that no building would be taller than the existing height parameter.

4.2.35 Change 1 does include a change to the Exceptional Condition maximum height parameters within construction zones C13 and C14. The Exceptional Condition maximum height parameter would remain 75m across the LEEIE for time-limited activities, however, the zones where the Exceptional Condition heights are allowed would be changed.

vi) Revised Construction Works

4.2.36 The Revised Construction Works for the Steel Cut and Bend Facility are assumed to take up to approximately 12 months such that the facility would be in use from September 2027. The Revised Construction Works include civil works, hardstanding, building foundations, erection of steel columns, erection of rafters, secondary beams, installation of overhead cranes, doors, cladding and waterproofing. Once the building is completed, the installation of the machineries can begin. The duration of that activity is assumed to be 4-6 months.

4.2.37 The Revised Construction Works for the Assembly Area and supporting facilities and infrastructure are assumed to take up to approximately 15 months to complete.

4.2.38 For the purposes of assessment, works are assumed to take place concurrently as a worst-case scenario.

4.2.39 Average worker numbers for the Integrated Reinforcement Yard during the Revised Construction Works are expected to be 65 per day, with a peak of 120.

4.3 Consideration of Environmental Topic Assessments

4.3.1 Change 1 has been reviewed against the environmental topics considered within the ES. As Change 1 is only related to terrestrial activities, is remote from the marine environment and does not affect any of the marine works, the marine environmental topics can be screened out of further consideration.

4.3.2 Table 4-1 provides an environmental screening exercise against each of the environmental topics included within the ES to determine the potential for new or materially different likely significant environmental effects to those set out within the ES.

4.3.3 The effects associated with the decommissioning activities of Change 1 are expected to be equal to or less than those for the works to construct Change 1 and therefore are not discussed further within this Report.

Table 4-1: Environmental Screening, Change 1

Topic	Screened in	Screened out	Justification
Noise and Vibration	✓		Change 1 does alter the assessment assumptions considered in the ES. Further assessment is presented below and in Appendix A.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Topic	Screened in	Screened out	Justification
Transport	✓		Change 1 does alter the assessment assumptions considered in the ES. Further assessment is presented below and in Appendix A.
Landscape and Visual	✓		Change 1 does alter the assessment assumptions considered in the ES. Further assessment is presented below and in Appendix A.
Conventional Waste and Material Resources	✓		Change 1 does alter the assessment assumptions considered in the ES . Further assessment is presented below and in Appendix A.
Socio-economics	✓		Change 1 does alter the assessment assumptions considered in the ES . Further assessment is presented below and in Appendix A.
Air Quality	✓		Change 1 does alter the assessment assumptions considered in the ES . Further assessment is presented below and in Appendix A.
Terrestrial Ecology and Ornithology	✓		Change 1 does alter the assessment assumptions considered in the ES . Further consideration in relation to Terrestrial Ecology and Ornithology is presented below and in Appendix A.
Amenity and Recreation	✓		Change 1 does alter the assessment assumptions considered in the ES . Further consideration in relation to Amenity and Recreation is presented below and in Appendix A.
Terrestrial Historic Environment	✓		Change 1 does alter the assessment assumptions considered in the ES . Further consideration in relation to Terrestrial Historic Environment is presented below and in Appendix A.
Climate Change (Greenhouse Gas)	✓		Change 1 does alter the assessment assumptions considered in the ES .

Topic	Screened in	Screened out	Justification
			Further assessment is presented below and in Appendix A.
Major Accidents and Disasters	✓		As the activities proposed with Change 1 are different to those considered in the ES potential new and or different risk events could be introduced. Further consideration is provided below and in Appendix A.
Health and Wellbeing	✓		Change 1 does alter the assessment assumptions in relation to noise, air quality, transport, landscape and visual and socio-economic assessments, and thus further consideration in relation to health and wellbeing is provided below and in Appendix A.
Soils and Agriculture		✓	Change 1 does not introduce any new areas of land take and no other assumptions made within the ES would change. There is no potential for new or materially different likely significant effects and further assessment is not necessary.
Geology and Land Quality		✓	General site activities including soil stripping, creation of level ground, stockpiles and bunds, the construction of hard standing and foundations and storage of materials are included and assessed in the ES . These activities are unaffected by the proposed change. Change 1 is therefore not anticipated to result in new or materially different likely significant effects on future site users or the environment.
Groundwater and Surface Water		✓	Change 1 would not alter the conceptual site model (Volume 2, Appendix 18B of the ES). Given this, Change 1 is not anticipated to result in new or materially different likely significant effects on groundwater and surface water. It is considered that Change 1 does not change the conclusions of the ES with regard to flood risk. Flood risk was

Topic	Screened in	Screened out	Justification
			identified to be mitigated through the Drainage Strategy to be prepared and submitted to East Suffolk Council pursuant to Requirement 5 of the Order.
Radiological Considerations		✓	Change 1 does not alter any assumptions associated with the activities or processes which involve the handling of radioactive items or materials and therefore Radiological Considerations are not discussed further.
Climate Change (In combination Climate Change Assessment / Climate Change Risk Assessment)		✓	Noting that flood risk was identified to be mitigated through the Drainage Strategy, to be prepared and submitted to East Suffolk Council pursuant to Requirement 5 of the Order, there is no potential for Change 1 to change the conclusion of the In-combination Climate Change Impact Assessment and the Climate Change Risk Assessment.

4.4 Summary of Potential Environmental Impacts

a) Conventional Waste and Material Resources

4.4.1 As set out in Appendix A, Change 1 would not give rise to any new or materially different likely significant effects on material resources or waste compared with the conclusions already set out in the ES. The baseline for materials and waste, including landfill capacity, remains largely unchanged from that previously reported. The ES used a conservative baseline, and this approach has been retained to maintain a worst-case assessment.

4.4.2 The updated comparison table (Table 1-1 in Appendix A) shows only minor variations in the material quantities required. These changes do not affect the overall level of demand or the proportion of regional or national resources needed. Material availability remains sufficient, and the impacts remain within the range previously assessed.

4.4.3 The second updated comparison table (Table 1-2 in Appendix A) shows that waste outputs remain well within available landfill capacity, with most municipal waste expected to be reused, recycled or recovered. Although there are some changes in the waste streams, these do not alter the significance of effects, and the conclusions of the ES remain unchanged.

4.4.4 Overall, Change 1 would not give rise to any new or materially different likely significant effects on conventional waste and material resources to those described in the ES.

b) Socio-economics

4.4.5 Although there has been an increase in construction jobs, population and the private rented sector homes in the study area since the ES was prepared, the original baseline has been used to ensure a conservative approach.

4.4.6 The updated construction workforce figures (Table 2-1 in Appendix A) show only a small increase in worker numbers compared with the ES. These changes are not large enough to alter the scale or significance of employment and skills benefits previously identified. The beneficial effects on the local labour market therefore remain unchanged.

4.4.7 In terms of accommodation and pressure on community facilities and public services, the additional roles associated with Change 1 are expected to be largely filled by local workers (home-based) given their longer-term nature and skills requirements. As a result, the number of non-home based workers at the construction peak remains the same as assessed in the ES, and there is no change to expected impacts on housing or local services.

4.4.8 Overall, Change 1 would not result in any new or materially different likely significant environmental socio-economic effects to those reported in the ES.

c) Transport

4.4.9 This section includes a summary of the findings of Appendix A, which provides details of the review of the Revised Construction Works and Revised Construction Activity in the context of the conclusions of the ES in relation to Transport.

i) Baseline

4.4.10 Whilst there have been modifications to the highway network and changes in traffic flows within the area surrounding LEEIE associated with the commencement of the construction of Sizewell C, there have been no material changes to pedestrian and cycle facilities or public transport provision.

4.4.11 The sensitivity of road links in the vicinity of the LEEIE is considered to remain consistent with those assessed in ES.

ii) Revised Construction Works

4.4.12 The Revised Construction Works would be undertaken during the ‘Early Years’ of Sizewell C construction, defined as the period prior to the Sizewell Link Road and Two Village Bypass becoming operational.

4.4.13 A comparison of daily traffic flows has therefore been undertaken between the ‘Early Years’ scenario assessed in the ES and an updated scenario including the Revised Construction Works.

4.4.14 The assessment demonstrates that the net change in daily traffic flows associated with the Revised Construction Works would be a reduction of approximately 440 two-way vehicle movements per day on the wider highway network leading to LEEIE.

4.4.15 On this basis, the environmental transport effects during the Early Years would remain as reported in the ES.

iii) Revised Construction Activity

4.4.16 The Revised Construction Activity would occur during the ‘Peak Construction’ phase of Sizewell C, once the Sizewell Link Road and Two Village Bypass are operational.

4.4.17 A comparison of daily traffic flows has therefore been undertaken between the Peak Construction scenario assessed in the ES and an updated scenario including the Revised Construction Activity.

4.4.18 The assessment identifies a net reduction in traffic from the wider highway network leading to LEEIE of approximately 86 two-way vehicle movements per day.

4.4.19 Whilst there would be a net reduction in car movements on the wider network leading to LEEIE, the Revised Construction Activity would result in an increase of 66 two-way HGV movements per day and 36 two-way Abnormal Indivisible Load (AIL) movements per day between the LEEIE and the TCA, using Lover's Lane.

4.4.20 The increase in HGV and AIL movements between the LEEIE and the TCA during the Revised Construction Activity would be confined to approximately 1 kilometre of Lover's Lane.

4.4.21 The increase in HGV and AIL movements associated with the Revised Construction Use would not change the conclusions of the ES in respect of severance, pedestrian delay, fear and intimidation or amenity.

iv) Conclusion

4.4.22 Overall, Change 1 would not result in any new or materially different likely significant environmental transport effects compared with those reported in the ES.

d) Noise and Vibration

4.4.23 This section summarises the findings of the Noise and Vibration Appraisal contained in Appendix A, which assesses the Revised Construction Works, the Revised Construction Activity, and the subsequent removal of the Revised Construction Use.

i) Revised Construction Works

4.4.24 Predicted construction noise levels at the closest receptors are below the 60 dB threshold at which a medium impact (and therefore a significant effect for medium sensitivity receptors) would occur.

4.4.25 Construction vibration is not expected to result in significant effects. Vibration from activities such as vibratory rolling is controlled through measures including avoiding roller start-up/shut-down within 120 m of receptors and using appropriately low vibration settings where required, which is secured in the revised **Construction Method Statement**.

ii) Revised Construction Activity

4.4.26 Operational noise from the Revised Construction Activity is predicted to lead to no likely significant effects, both in isolation and when considered cumulatively with authorised development on the LEEIE and Change 2. Vibration from the Revised Construction Activity is not expected to give rise to significant effects, consistent with the conclusions reported in the ES.

4.4.27 The Revised Construction Activity increases HGV movements along Lover's Lane as described above. However, the predicted changes in road traffic noise on the assessed Lover's Lane links are no greater than +2.3 dB, which is classed as a low impact and results in a minor adverse effect that is not significant in EIA terms.

iii) Conclusion

4.4.28 Overall, the Noise and Vibration Appraisal concludes that no new or materially different likely significant noise or vibration effects are expected from Change 1, and no additional mitigation measures are necessary beyond those already embedded in the scheme design and operational controls (secured in the revised **Construction Method Statement**), including compliance with the approved **Code of Construction Practice** and the **Main Development Site Noise Monitoring and Management Plan** it requires (both secured by requirement 2 in Schedule 2 to the DCO).

e) Air Quality

4.4.29 Although new housing has been built in the wider area since the ES was produced, none of these properties are closer to the LEEIE or surrounding road network than the receptors originally assessed, so the receptors considered within the ES remain representative. Ongoing monitoring around the LEEIE shows that pollutant concentrations have remained in line with baseline levels, although dust deposition has increased due to current construction activity. To ensure a conservative approach, the lower baseline dust levels from the ES have been used for this assessment.

4.4.30 For Change 1, earthworks at the LEEIE are already complete, so no substantial further dust effects from soil movement are expected. Activities such as laying hardstanding and constructing or removing temporary facilities could generate some dust, but existing controls in the approved **Main Development Site Dust Monitoring and Management Plan** (a component of the **Code of Construction Practice** secured under requirement 2 in Schedule 2 to the DCO) are considered sufficient to manage these effects.

4.4.31 As a result of Change 1, activities such as cutting and welding would release small amounts of particulate matter, but these emissions would disperse quickly and would not affect concentrations at nearby receptors.

4.4.32 Road traffic levels on the wider highway network associated with Change 1 would be lower than those assessed in the ES, meaning impacts along the A12 and B1122 would be unchanged. Although some traffic would be rerouted within the Main Development Site, the resulting changes in daily vehicle flows on Lover's Lane and King George's Avenue are small, and associated air quality effects at nearby homes would remain negligible.

4.4.33 Overall, Change 1 would not result in any new or materially different likely significant air quality effects to those reported in the ES.

f) Landscape and Visual

4.4.34 The Landscape and Visual Appraisal ("LVA") in Appendix A presents a detailed assessment of the potential for the Revised Construction Use to give rise to new or materially different likely significant environmental effects on landscape fabric, landscape character, visual receptors and designated and defined landscapes compared with the ES.

4.4.35 With reference to supporting figures (comprising comparative Zone of Theoretical visibility studies and parameter-based photowires) and desk study and field surveys, the LVA concludes that there would be no new or materially different likely significant environmental effects on landscape fabric, landscape character, visual receptors and designated and defined landscapes to those described in the ES as a result of Change 1, during both the day and at night.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

4.4.36 The LVA also concludes that Change 1 would not alter the proposed restoration of LEEIE, and therefore that would be no new or materially different likely significant environmental effects on landscape fabric, landscape character, visual receptors and designated and defined landscapes to those described in the ES once the Revised Construction Use concludes.

g) Terrestrial Ecology and Ornithology

4.4.37 Change 1 would not alter the ecological or ornithological effects previously identified in the ES. All vegetation clearance and earthworks at the LEEIE have already taken place, meaning no further direct ecological impacts would occur. The receptors relevant to the LEEIE (designated sites, birds and bats) are therefore unchanged from those considered in the ES.

4.4.38 A review of nearby designated sites shows that Change 1 does not create any new impact pathways. There is no change to land take, hydrology, air quality assumptions or recreational pressure, and all previous mitigation measures remain in place through established monitoring and management plans. As a result, the conclusions reached in the ES regarding designated sites remain valid.

4.4.39 For ornithology, the LEEIE was not a key area for the bird species that informed the original assessment, which focused on waterbirds associated with RSPB Minsmere. The location of the LEEIE relative to these areas has not changed, and the revised works do not alter the conclusions of the ES.

4.4.40 The LEEIE is also not an important area for bats, with the nearest key foraging and roosting locations situated at Fiscal Policy woodland and Kenton Hills over 600m north of LEEIE. Compliance with the **Lighting Management Plan** (secured by requirement 14 of Schedule 1 to the DCO) and the controls set out in the **Sizewell C Bat Licence** will continue to prevent light spill onto sensitive features. Updated noise predictions show that levels at important bat locations remain below thresholds identified in the ES, meaning no change to previously assessed effects.

4.4.41 Overall, Change 1 would not result in new or materially different likely significant terrestrial ecology and ornithology environmental effects to those reported in the ES.

h) Amenity and Recreation

4.4.42 Change 1 would not change the amenity and recreation effects previously identified in the ES. The baseline for recreational resources around the LEEIE remains broadly the same, with the only notable change being the opening of the Wild Aldhurst Nature Reserve, which had already been anticipated in the earlier assessment.

4.4.43 The slight increase in workforce numbers associated with Change 1 is not large enough to alter expected levels of recreational use. Furthermore, whilst there may be a slight reduction in recreational pressure locally as a result of the removal of caravans from LEEIE, it is not expected to change the categories of effects determined within the ES on recreational receptors. The ES assumed that from the workers staying at caravans, 10% would visit public outdoor recreational facilities on a weekly basis (i.e. 60 people). Furthermore, on the basis of a Sizewell B outage workers survey, the recreational resources most frequently visited included a range of locations around Sizewell and further afield (e.g. Aldeburgh, Sizewell Beach, Thorpeness, Dunwich etc). As such, the LEEIE caravan workers only comprised a small proportion of the overall Sizewell C construction workforce, who would have visited a range of recreational resources over a wide study area. Therefore, the relocation of accommodation is not likely to change

the effects associated with recreational pressure from Sizewell C construction workforce reported within the ES across the study area. The conclusions reached in the ES about potential increases in visitor pressure therefore remain unchanged.

4.4.44 Local amenity and recreation receptors include Sizewell Belts, areas north of Leiston, parts of Leiston, Aldringham Common, and users of routes such as the Suffolk Coast Path and Sandlings Walk. The assessment confirms that there would be no additional physical changes to these resources. Small changes in vehicle movements do not affect the previous findings, and updated reviews of noise, air quality and visual effects all show that Change 1 would not introduce any new or different impacts on people using public rights of way or nearby recreational areas.

4.4.45 The Dark Sky Discovery Site at Westleton Common has also been reconsidered, and Change 1 would not lead to any change from the effects already assessed.

4.4.46 Overall, Change 1 would not result in new or materially different likely significant amenity and recreation effects compared to those reported in the ES.

i) Terrestrial Historic Environment

4.4.47 Change 1 would not alter the conclusions reached in the ES regarding the terrestrial historic environment. The study area and relevant heritage assets were reassessed through updated site visits and visibility analysis, which confirmed that the baseline remains consistent with that used in the ES. Archaeological work across the LEEIE has already been completed, identifying multi-period remains and a medieval well feature that is being preserved in situ.

4.4.48 For built heritage, Change 1 would not materially change the way key assets such as Upper Abbey Farmhouse, Leiston Abbey, Hill Farmhouse and The Watch House experience the development. While construction activity would remain visible in long views from several of these locations, the revised parameters are not significant enough to alter the findings previously set out in the ES. The Leiston Conservation Area is also assessed as unaffected.

4.4.49 In relation to buried remains, the only newly identified archaeological feature is already protected below ground and lies well beneath the depth of any new activity introduced by Change 1. Any additional loading or disturbance would be negligible and would not affect its preservation.

4.4.50 Overall, the Change 1 would not result in new or materially different likely significant terrestrial historic environment effects compared to those reported in the ES.

j) Climate Change

4.4.51 Change 1 would not alter the conclusions of the ES in relation to climate change. The updated calculations focus on the addition of the Steel Cut and Bend Facility as the remaining elements of the Integrated Reinforcement Yard were already accounted for within the ES (albeit located elsewhere within the LEEIE). The assessment uses conservative assumptions about the operating period, energy use and material processing. Emissions associated with material supply, transport, manufacturing and a proportion of deconstruction were included to provide a robust estimate.

4.4.52 When these emissions are added to the overall construction emissions for Sizewell C, the increase is very small at around 0.5% above the figures reported in the ES. When considered against the national carbon budgets covering the construction period, emissions linked to the revised proposals remain extremely low, accounting for well

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

under 1% of any relevant five-year budget and, in practice, below 0.3% in all cases. It is also noted that these emissions would have been generated elsewhere in the UK through equivalent steel processing activity had the facility not been provided on site.

4.4.53 Overall, Change 1 would not result in new or materially different likely significant GHG emission effects compared to those reported in the ES.

k) Major Accidents and Disasters

4.4.54 Change 1 does not alter the conclusions of the ES in relation to major accidents and disasters. Although Change 1 could introduce some minor changes to site activities, these do not create any new risk events or materially change the likelihood of those already assessed. The existing mitigation measures already secured and in place for the Sizewell C project remain suitable for managing the risks identified.

4.4.55 Appendix A considers Change 1 in detail and concludes that the established controls continue to be effective in preventing significant effects. As a result, the risk profile for major accidents and disasters during construction remains unchanged from that reported in the ES.

4.4.56 Overall, Change 1 would not result in new or materially different likely significant major accident and disaster environmental effects compared to those reported in the ES.

l) Health and Wellbeing

4.4.57 Change 1 would not change the health and wellbeing conclusions previously identified in the ES. The original assessment considered a wide range of factors, from air quality, noise and transport impacts to workforce related effects, pressure on local services, socio-economic benefits and general quality of life considerations.

4.4.58 The health and wellbeing assessment builds on the conclusions of other environmental topics rather than repeating them. Since Change 1 would not change the conclusions of those underlying assessments, there is no change to the predicted health and wellbeing effects. The conclusions of the ES therefore remain unchanged.

4.5 Removal of the Previously Anticipated Caravan Park

4.5.1 This section considers the potential for new or materially different likely significant effects as a result of the non-delivery of the previously anticipated caravan park use at LEEIE. Specifically, it addresses whether Change 1 displaces the socio-economic, transport and recreation effects previously assessed in the ES and whether there is potential for new significant cumulative effects as a result of the delivery of the accommodation elsewhere.

a) Embedded Accommodation Mitigation at DCO Stage

4.5.2 At the grant of the DCO, it was anticipated that part of the LEEIE would be used to provide up to 400 caravan pitches accommodating up to 600 workers. This provision formed part of the overall accommodation strategy for the project and was treated as embedded mitigation within the socio-economic assessment, principally to reduce pressure on the private rented and tourist accommodation markets and to limit community safety effects associated with unmanaged worker accommodation.

4.5.3 However, the socio-economic assessment in Volume 2, Chapter 9 of the ES recognises uncertainty in workforce numbers, location and accommodation choices and applies a precautionary plan-monitor-manage approach.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

b) Replacement Accommodation and Secured Fall-Back

4.5.4 The accommodation previously anticipated at the LEEIE has been replaced by alternative provision together with secured fall-back measures in accordance with the Deed of Obligation.

4.5.5 Replacement provision comprises the use of existing chalet bedspaces at Pontins Pakefield, which have been secured by the project. Since January 2025, Pontins' existing site ceased operation as tourist accommodation and has instead been used to accommodate SZC workers. In addition, SZC is bound by a decision of the Accommodation Working Group pursuant to paragraph 4.2 of Schedule 3 of the Deed of Obligation to provide additional touring caravan pitches for workers at one or more third-party caravan park sites within East Suffolk. The additional touring caravan pitches are intended to be delivered at a 340-pitch extension to Pontins Pakefield, which Pontins has applied for under planning application reference DC/25/3078/FUL for temporary use for Sizewell C construction workers before reverting to holiday use. Fall-back measures are secured in the Deed of Obligation through the Housing Contingency Fund, if required, and as such, NMC1 is not dependent on the delivery of the holiday park extension application at Pontins Pakefield and it does not form part of NMC1. Instead, the planning application for the extension of the Pontins Pakefield holiday park has been considered as a cumulative scheme within this Report.

4.5.6 With regards to environmental effects, the use of the existing chalet bedspaces at Pontins Pakefield holiday park by the Sizewell C construction workforce is similar in nature to the operation of the holiday park as tourist accommodation. Albeit it is noted that the majority of Sizewell C construction workers are, and will continue to be, transported between the holiday park and the Main Development Site by direct bus. As set out within the Construction Worker Travel Plan (secured in the Deed of Obligation), SZC is committed to a maximum of 20% of its workers travelling to / from the Main Development Site by private car[1].

4.5.7 The effects of providing an extension to Pontins Pakefield are being considered as part of the separate planning application submitted by Pontins to East Suffolk Council (DC/25/3078/FUL), which the Council will determine on its own merits. The application for the permanent extension to Pontins Pakefield has assessed the temporary use of the facility to accommodate the Sizewell C construction workforce prior to the units being retained for holiday use. Pontins submitted a Screening Request to East Suffolk Council to confirm that no significant environmental effects were considered likely from the extension of the holiday park, alone or cumulatively with other developments, due to the nature and scale of the extension. East Suffolk Council issued a Screening Opinion (ref. DC/25/2334/EIA) on 9 July 2025[2] agreeing that the development is not likely to give rise to significant environmental effects with appropriate mitigation in place and, therefore, that the development is not considered an EIA development.

[1] DC/25/3078/FUL. Pakefield Holiday Village. Transport Statement. 2025. Available at: https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=T0O4NJQX0KS00 [Accessed 22/04/2026]

[2] DC/25/2334/EIA. East Suffolk Council EIA Screening Opinion. Available at: https://publicaccess.eastsuffolk.gov.uk/online-applications/files/A093F21A577D0A6604571DCC530D1F8B/pdf/DC_25_2334_EIA-SCREENING_OPINION-5599375.pdf [Accessed 30/04/2026]

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

4.5.8 Pontins Pakefield is located approximately 10km north of the Main Development Site, as such it is not considered likely that significant cumulative effects would arise with the Sizewell C project, considering the distance from the Main Development Site and as the developments would largely affect separate receptor groups. Notably, there is a net reduction in the number of traffic movements on the highway network overall when considering cumulatively the change in traffic numbers associated with the extension of Pontins Pakefield and NMC1.

4.5.9 No adverse effects on the integrity of adjacent European Sites as a result of an increase in recreational pressure are considered likely as the proportional change in the level of recreational activity as a result of the extension of the holiday park would be immaterial, considering the scale of the extension[3]. In addition, the total number of peak construction workforce for the Sizewell C Project is unchanged and, therefore, there are no additional in-combination recreational effects.

4.5.10 Should replacement accommodation not be available when required, fall-back measures secured in the Deed of Obligation would apply. These include the operation of the Housing Contingency Fund, to be applied through the Tourist Accommodation Plan, to deliver additional accommodation capacity and support the local accommodation sector, within the capped limits established during the DCO application and examination. The approach to replacement accommodation has been discussed and agreed with the Sizewell C Accommodation Working Group, as recorded in meeting minutes dated 8 July 2024[4].

c) Operation of the Socio-Economic Mitigation Framework

4.5.11 Socio-economic mitigation for the project is designed to be precautionary, flexible and responsive to monitored conditions. Mitigation secured through the Deed of Obligation is informed by ongoing monitoring of workforce scale, location and housing market conditions, enabling measures to be directed where evidence demonstrates a need.

4.5.12 This approach means that variation between assessed assumptions and actual workforce outcomes does not, of itself, give rise to new or materially different likely significant socio-economic effects.

4.5.13 Accordingly, the removal of the LEEIE caravan park does not result in a reduction in the effectiveness of accommodation-related socio-economic mitigation.

d) Community Safety and Public Services

4.5.14 Community safety and public service effects were assessed in the ES on the basis of the total number of non-home-based workers at peak. These effects are managed through project-specific controls, including the Worker Code of Conduct, supplemented by resilience funding secured through the Deed of Obligation. This includes contributions

[3] DC/25/3078/FUL. Pakefield Holiday Village. Shadow Habitats Regulations Assessment. Part B: Information for Appropriate Assessment. Available at: https://publicaccess.eastsuffolk.gov.uk/online-applications/files/A2FD0B92BBD9E2A7BE492B2F0C03ECED/pdf/DC_25_3078_FUL-SHADOW_HABITATS_REGULATIONS_ASSESSMENT-5584012.pdf [Accessed 22/04/2026]

[4] Sizewell C Accommodation Working Group, Meeting Minutes, 8th July 2024. Available at: https://www.eastsuffolk.gov.uk/sites/default/files/2025-11/Sizewell%20C%20Accommodation%20Working%20Group%20Minutes%208%20July%202024.pdf [Accessed 22/04/2026]

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

to policing, education and public services, with governance arrangements enabling targeted application where pressures arise.

4.5.15 The Community Fund (also secured in the Deed of Obligation) provides further mitigation for residual effects, with priority given to communities closest to development and activity locations, including those associated with replacement accommodation.

e) Conclusion

4.5.16 On the basis of the replacement accommodation, secured fall-back measures and the operation of the established socio-economic mitigation framework, the non-delivery of serviced caravan pitches at the LEEIE consequential on Change 1 does not give rise to any new or materially different likely significant effects compared with those assessed in the ES.

5 Change 2: Simultaneous Use of Rail Facilities at the LEEIE and Temporary Construction Area

5.1 Introduction

5.1.1 This section provides further details of Change 2, identifies the environmental topics considered within the ES, and summarises the assessment undertaken to consider whether the change would give rise to any new or materially different likely significant environmental effects.

5.1.2 Change 2 relates to the continued use of the LEEIE railhead for the duration of the Sizewell C construction period, such that both the LEEIE railhead and the TCA railhead would be operational simultaneously.

5.2 Description of Change 2

5.2.1 At the time the DCO was made, the ES assumed that use of the LEEIE railhead would be limited to the early years of construction, with primary reliance subsequently transferring to the railhead at the TCA once operational.

5.2.2 Change 2 seeks to provide greater flexibility in the construction logistics strategy by allowing the LEEIE railhead to remain in use for the duration of construction activity. This would enable both the LEEIE and TCA railheads to operate simultaneously, optimising the use of rail-based logistics and improving resilience in construction sequencing.

5.2.3 Rail movements into the LEEIE would be used primarily for the delivery of precast marine tunnelling segments manufactured off-site, with the potential for rail delivery of steel for use within the Integrated Reinforcement Yard where practicable. During peak activity, up to two trains per week would use the LEEIE railhead, with only one train present at this railhead at any one time. Loading and unloading activities would not occur during night-time hours (i.e. between 23:00-07:00).

5.2.4 The proposed change does not increase the total number of train movements on the Saxmundham–Leiston branch line, does not introduce night-time rail operations through Leiston, and does not require any physical alteration to the rail infrastructure beyond that already authorised by the DCO.

5.2.5 Operational controls for rail activities, including hours of operation and noise mitigation, would continue to be secured through the Rail Noise Mitigation Plan, which has been updated to acknowledge the simultaneous operation of both railheads.

5.2.6 Furthermore, the proposed change does not result in any increase in road traffic movements beyond those already assessed in the ES. The use of the LEEIE railhead for delivery of precast marine tunnelling segments would reduce reliance on road-based transport for these materials, contributing to a potential reduction in HGV movements on the local road network compared with the precautionary road-based assumptions used at DCO stage.

5.3 Consideration of Environmental Topic Assessments

5.3.1 Change 2 has been reviewed against the environmental topics considered within the ES. As the change relates solely to the timing and duration of use of an already authorised rail facility, and does not alter the physical works, land take or operational parameters assessed in the ES, the majority of environmental topics can be screened out of further consideration, even once cumulative effects are taken into account.

5.3.2 The environmental topic with the greatest potential sensitivity is Noise and Vibration, given the continued use of the LEEIE railhead over a longer period.

5.3.3 Table 5-1 provides an environmental screening exercise to identify whether Change 2 has the potential to result in new or materially different likely significant environmental effects compared with those reported in the ES.

Table 5-1: Environmental Screening, Change 2

Topic	Screened in	Screened out	Justification
Conventional Waste and Material Resources		✓	Change 2 does not alter material requirements, waste generation rates or waste management practices assessed in the ES. On this basis, there is no potential for new or materially different likely significant effects, and this topic is screened out of further consideration.
Socio-economics		✓	Change 2 does not affect construction workforce numbers, accommodation assumptions, employment effects or population change beyond those already assessed. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Transport		✓	Change 2 does not result in any increase in road traffic movements beyond those already assessed in the ES. The use of the LEEIE railhead would reduce reliance on road-based transport, contributing to a potential reduction in HGV movements on the local road network. However, the reduction in road traffic movements is not of a scale to change the conclusions of the ES. On this basis, there is no potential for new or materially different likely significant effects, and this topic is screened out of further consideration.
Noise and Vibration	✓		Change 2 extends the duration of rail activity at the LEEIE railhead and therefore has the potential to affect the timing of noise and vibration effects. Further consideration is required to confirm that the proposed change does not change the conclusions of the ES in relation to this topic. .

Topic	Screened in	Screened out	Justification
Air Quality		✓	Change 2 does not introduce new emission sources and would not increase overall traffic or rail movements beyond those assessed. Any changes would be limited to construction logistics timing and would not materially alter air quality conclusions reached in the ES. The use of the LEEIE railhead would reduce reliance on road-based transport, contributing to a potential reduction in HGV movements on the local road network, however the reduction in road traffic movements is not of the scale to change the conclusions of the ES. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Landscape and Visual		✓	Change 2 does not introduce new built form, lighting or physical works and does not alter the scale or appearance of development assessed in the ES. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Terrestrial Ecology and Ornithology		✓	Change 2 does not introduce new land take, lighting or physical disturbance and does not alter ecological impact pathways assessed in the ES. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Amenity and Recreation		✓	Change 2 does not alter access arrangements, public rights of way or recreational resources. Any changes in construction logistics timing do not affect amenity or recreational receptors beyond those already assessed. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Terrestrial Historic Environment		✓	Change 2 does not involve ground disturbance or changes to construction footprints and does not affect heritage assets or archaeological remains assessed in the ES. On this basis,

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Topic	Screened in	Screened out	Justification
			there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Soils and Agriculture		✓	Change 2 does not introduce new land take or changes to soil handling practices. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Geology and Land Quality		✓	Change 2 does not alter construction activities relevant to land quality or contamination risk and does not change the conceptual site model assessed in the ES. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Groundwater and Surface Water		✓	Change 2 does not affect drainage, watercourses or flood risk management arrangements and does not alter conclusions reached in the ES. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Radiological Considerations		✓	Change 2 relates solely to construction logistics and does not affect radiological risk or controls associated with the operation of the Sizewell C Project. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Climate Change (Greenhouse Gas)		✓	Change 2 does not materially alter construction energy use or emissions assumptions. The proposed use of rail-based transport at this level would not change the significance of effects. On this basis, there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Climate Change (In combination		✓	Change 2 does not alter climate resilience, flood risk or in combination climate change conclusions reached in the ES. On this basis,

Topic	Screened in	Screened out	Justification
Climate Change Assessment / Climate Change Risk Assessment)			there is no potential for new or materially different likely significant effects and this topic is screened out of further consideration.
Major Accidents and Disasters		✓	Change 2 does not introduce new activities or risk events beyond those already assessed. Existing controls and emergency arrangements remain applicable. On this basis, there is no potential for new or materially different significant effects and this topic is screened out of further consideration.
Health and Wellbeing	✓		Change 2 has the potential to affect human health indirectly through changes in noise and vibration effects. Further consideration is required to confirm that the proposed use of the railhead does not change the conclusions of the ES.

5.4 Summary of Potential Environmental Impacts

a) Noise and Vibration

5.4.1 Noise and vibration associated with rail movements at the LEEIE railhead has been assessed on a like-for-like basis with the ES. The assessment presented within Appendix A (Annex B) confirms that rail noise and vibration levels remain within the envelope previously assessed, with no change to the significance of effects at assessed receptors.

5.4.2 Identified likely significant rail noise effects at specific receptors along the Saxmundham–Leiston branch line remain unchanged from those previously assessed, and all existing operational controls and mitigation measures would continue to apply for the period of extended use, as set out within the revised Rail Noise Mitigation Plan.

5.4.3 The continued use of the LEEIE railhead, both alone and in combination with other construction activities (including the Integrated Reinforcement Yard), would not give rise to any new or materially different likely significant noise or vibration effects. No new receptors are affected, and no changes to night-time rail operations are proposed.

b) Health and Wellbeing

5.4.4 The assessment of noise and vibration summarised above confirms that rail noise and vibration effects remain within the envelope assessed in the ES, with no new receptors affected and no change to the significance of effects. As health and wellbeing effects are derived from, and not independent of, those underlying assessments, and no new or materially different likely significant effects are identified for the contributing topics, it

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

is also concluded that there would be no new or materially different likely significant health and wellbeing effects.

5.5 Conclusion

5.5.1 On the basis of the assessment undertaken, Change 2 would not result in any new or materially different likely significant environmental effects compared with those previously assessed in the ES.

5.5.2 The proposed continued use of the LEEIE railhead operates within the existing environmental envelope, retains all relevant operational controls and mitigation measures, and supports a more efficient and resilient construction logistics strategy without altering the nature or scale of the authorised development

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

6 Change 3: Greater flexibility in the precise siting of the Intermediate Level Waste Store within the Main Development Site

6.1 Introduction

6.1.1 This section considers Change 3, which seeks to provide greater flexibility in the precise siting of the Intermediate Level Waste Store within the Main Development Site, while remaining within the parameters assessed by the ES.

6.2 Description of Change 3

6.2.1 Change 3 relates solely to the location of the Intermediate Level Waste Store and its operational parameter zone 1A-6 (Work No. 1A(f)), as shown on the Main Development Site Operational Parameter Plan (Ref: SZC-SZ0100-XX-000-DRW-100043, Revision 05). The change involves amending that parameter zone to provide additional flexibility as to the precise siting of the Intermediate Level Waste Store. The proposed change does not increase the maximum height parameters during operation, introduce new uses, or alter the operational waste management strategy assessed for Sizewell C. Furthermore, there would be no change required to the construction parameters or assumptions for the Main Development Site.

6.2.2 The proposed flexibility reflects efficiencies in design development and allows replication of established waste management principles, without affecting the safety case or regulatory controls.

6.3 Consideration of environmental topic assessments

6.3.1 Change 3 has been reviewed against the environmental topics considered within the ES. Table 6-1 provides an environmental screening exercise to identify whether Change 3 has the potential to result in new or materially different likely significant environmental effects compared with those reported in the ES. With the exception of landscape and visual effects and the terrestrial historic environment, all topics have been screened out of further consideration.

Table 6-1: Environmental Screening, Change 3

Topic	Screened in	Screened out	Justification
Conventional Waste and Material Resources		✓	Change 3 would not materially change any of the assumptions made within the ES on material requirements. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary/
Socio-economics		✓	Change 3 would not change any of the assumptions made within the ES on

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Topic	Screened in	Screened out	Justification
			worker numbers during construction or operation. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Transport		✓	Change 3 would not change any of the assumptions made within the ES related to construction or operational traffic movements. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Noise and Vibration		✓	Whilst Change 3 would change assumptions on the exact location of the Intermediate Level Waste Store within the MDS, it does not change any of the assumptions made within the ES on construction activity or day to day operations. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Air Quality		✓	Whilst Change 3 would change assumptions on the exact location of the Intermediate Level Waste Store within the MDS, it does not change any of the assumptions made within the ES on construction activity or day to day operations. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Landscape and Visual	✓		Change 3 results in a change associated with the location and spatial extent of parameter Zone 1A-6 that was the basis of the assessment of landscape and

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Topic	Screened in	Screened out	Justification
			visual effects in Volume 2, Chapter 13 of the ES. Whilst there is no change to the height parameter, Change 3 has the potential to result in new or materially different likely significant effects on landscape and visual receptors. This topic is screened in for further consideration.
Terrestrial Ecology and Ornithology		✓	Change 3 would not change any of the assumptions made within the ES on land take or the assumptions made within the ES on construction activity. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Amenity and Recreation		✓	Change 3 would not change any of the assumptions made within the ES in relation to amenity and recreation. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Terrestrial Historic Environment	✓		Change 3 results in a change associated with the location and spatial extent of parameter Zone 1A-6 that was the basis of the assessment of effects on built heritage assets in Volume 2, Chapter 16 of the ES. Whilst there is no change to the height parameter, Change 3 has the potential to result in new or materially different likely significant effects on built heritage receptors. This topic is screened in for further consideration.
Soils and Agriculture		✓	Change 3 does not introduce any new areas of land take and no other assumptions made within the ES would change in relation to Soils and Agriculture.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Topic	Screened in	Screened out	Justification
			On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary
Geology and Land Quality		✓	Whilst Change 3 would change assumptions on the exact location of the Intermediate Level Waste Store within the MDS, it does not change any of the assumptions made within the ES on construction activity or day to day operations. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Groundwater and Surface Water		✓	Whilst Change 3 would change assumptions on the exact location of the Intermediate Level Waste Store within the MDS, it does not change any of the assumptions made within the ES on construction activity or day to day operations. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Radiological Considerations		✓	Whilst Change 3 is related to a building proposed for the management of radioactive waste, it does not change any assumptions made in the assessment on the management process. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Climate Change (Greenhouse Gas)		✓	Whilst Change 3 would change assumptions on the exact location of the Intermediate Level Waste Store within the MDS, it does not change any of the assumptions made within the ES on

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Topic	Screened in	Screened out	Justification
			construction activity or day to day operations. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Climate Change (In combination Climate Change Assessment / Climate Change Risk Assessment)		✓	Flood risk is mitigated through the Drainage Strategy, to be prepared and submitted to East Suffolk Council pursuant to requirement 5 of the Order. There would be no change to the floor level of the Intermediate Level Waste Store, no change to permeability levels and the flood protection measures for the nuclear island would remain unchanged. There is therefore no potential for Change 3 to change the conclusion of the In-combination Climate Change Impact Assessment.
Major Accidents and Disasters		✓	As the activities proposed as part of Change 3 are in keeping with activities considered within the ES (there is no potential for new or materially different likely significant effects and further assessment is not necessary.
Health and Wellbeing		✓	Whilst Change 3 would change assumptions on the exact location of the Intermediate Level Waste Store within the MDS, it does not change any of the assumptions made within the ES on construction activity or day to day operations. On this basis there is no potential for new or materially different likely significant effects and further assessment is not necessary.

6.4 Summary of Potential Environmental Impacts

6.4.1 This section provides further assessment of Change 3 for the environmental topics that have been identified to require further consideration in Table 6-1.

a) Landscape and Visual

6.4.2 The change in the spatial extent of operational parameter zone 1A-6 (Work No. 1A(f)) within which the Intermediate Waste Store will be located as shown on the Main Development Site Operational Parameter Plan (Ref: SZC-SZ0100-XX-000-DRW-100043, Revision 05) (Change 3) would not require a change to the extent of the 15km study area and no new landscape or visual receptors would be affected compared to those considered within Volume 2, Chapter 13 of the ES.

6.4.3 Furthermore, Change 3 would not require any changes to the construction phase parameters assessed within Volume 2, Chapter 13 of the ES.

6.4.4 The change would mean that during the operational phase the Intermediate Waste Store would continue to be visible from publicly accessible locations within the context of other ancillary structures within operational parameter zone 1A (Work No. 1A(h)), which shares a maximum height parameter of 27m AOD. The main power station structures would remain the dominant features in views.

6.4.5 The overarching design principles with regards to selected finishes, design of the Intermediate Waste Store and lighting would continue to apply. Therefore, the change would not materially alter or introduce new effects with regards to landscape and visual receptors.

6.4.6 It is therefore assessed that during both construction and operational phases (including at night), the scale, duration and extent (and therefore magnitude) of effects would be the same as those assessed within Volume 2, Chapter 13 of the ES.

6.4.7 In summary, it is assessed that:

- Change 3 would not result in new or materially different likely significant environmental effects on landscape fabric to those described within Volume 2, Chapter 13 of the ES.
- Change 3 would not result in new or materially different likely significant environmental effects on landscape character to those described within Volume 2, Chapter 13 of the ES.
- Change 3 would not result in new or materially different likely significant environmental effects on visual receptors to those described within Volume 2, Chapter 13 of the ES.
- Change 3 would not result in new or materially different likely significant environmental effects on the natural beauty and special qualities of the Suffolk and Essex Coast and Heaths National Landscape and Suffolk Heritage Coast to those described within Volume 2, Chapter 13 of the ES.

6.4.8 Overall, it is concluded that Change 3 would not alter the assessment of effects during the construction or operational phases (including at night) to that presented in the ES.

b) Terrestrial Historic Environment

6.4.9 New or different impacts on built heritage assets could occur if the Change resulted in increased visibility of the Sizewell C power station and/ or in a greater change to the

setting of built heritage assets. As set out in section above, Change 3 would not change the overall study area for visual effects and would be viewed within the context of other ancillary buildings of similar height, with the main power station structures remaining the dominant features in views. On this basis, it is concluded that there is no potential for new or materially different likely significant effects on built heritage assets due to a change to their setting.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

7 Consideration of Potential In combination Effects associated with Changes 1 to 3

7.1.1 Potential in-combination effects may occur where the same receptor is affected by a number of the changes, leading to new or materially different likely significant effects overall. Table 7-1 provides a summary of the environmental topics assessed for each change to identify where potential in-combination effects may occur. Subsequent sections then provide an assessment, where topic receptors are affected by more than one change.

Table 7-1: Environmental Screening, In-Combination Effects

Environmental Topics Screened In	Change 1	Change 2	Change 3
Noise and Vibration	✓	✓	
Transport	✓		
Landscape and Visual	✓		✓
Conventional Waste and Material Resources	✓		
Socio-economics	✓		
Air Quality	✓		
Terrestrial Ecology and Ornithology	✓		
Amenity and Recreation	✓		
Terrestrial Historic Environment	✓		✓
Climate Change (Greenhouse Gas)	✓		
Major Accidents and Disasters	✓		
Health and Wellbeing	✓	✓	

a) Noise and Vibration

7.1.2 As identified within Volume 10, Chapter 3 of the ES, there is the potential for a project-wide in-combination effect due to noise from the operation of the Saxmundham to Leiston branch line combined with construction and operation of the LEEIE. Potentially affected receptors are dwellings on Valley Road (north and south) and the eastern end of Carr Avenue. As such, the potential in-combination effects of Change 1 and Change 2 need to be considered. It should be noted that there is no recognised method in these circumstances for combining sound levels from different source types/activities and therefore determining the combined significance. However, given that there would only be two daytime trains using the branch line and that the Revised Construction Use at LEEIE would not result in new or materially different likely significant effects at these receptors, it is concluded that project-wide noise effects would remain not significant for these combined activities, in accordance with the assessment presented in the ES.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

b) Landscape and Visual

7.1.3 Changes 1 and 3 have been considered with regards to their potential to alter the conclusions of the landscape and visual assessment presented in the ES. Notwithstanding that neither of the changes are considered to result in new or materially different likely significant effects on their own, it is noted that the locations of the changes are geographically distant and, therefore, would not be prominent in the same views. Moreover, Change 1 is associated with a change to the construction parameters of LEEIE, whilst Change 3 amends the operational parameters and does not impact on construction parameters for building out the Intermediate Level Waste Store. Therefore, it is assessed that there is no potential for new or materially different likely significant in-combination effects.

c) Terrestrial Historic Environment

7.1.4 With no new or materially different likely significant in-combination effects identified with regards to visual effects, it is also considered that there would be no new or materially different likely significant in-combination effects on heritage assets as a result of a change to their setting.

d) Health and Wellbeing

7.1.5 With no new or materially different likely significant in-combination effects identified for noise and vibration, it is considered that there would also be no new or different in-combination effects on health and wellbeing.

8 Shadow Habitats Regulations Assessment

8.1.1 Appendix B provides an assessment of whether the proposed changes introduced by the NMC1 application alter the conclusions of the Shadow HRA relied upon by the Secretary of State in its decision to make the Order. On the basis of a review of the changes, only Change 1 was considered to have the potential to alter the conclusions of the Shadow HRA. The only effect pathway that could be affected by Change 1 included disturbance effects on the species populations of nearby Special Protection Area (SPA) and Ramsar sites. However, due to the localised nature of the changes in the noise and visual environment as a result of Change 1, Appendix B concludes that there is no potential for changes to effects described in the Shadow HRA for all SPA and Ramsar sites.

8.1.2 Section 4.5 of this Report provides a summary of the assessment of effects for providing replacement accommodation at Pontins Pakefield holiday park, instead of the caravan park at LEEIE. In conclusion, no adverse effects on the integrity of European Sites have been identified.

9 Conclusions

9.1.1 This Environmental Compliance Report has been prepared to accompany and support a Non-Material Change application made under section 153 and paragraph 2 of Schedule 6 of the Planning Act 2008 in respect of the Sizewell C (Nuclear Generating Station) Order 2022.

9.1.2 The Report has described the proposed changes, undertaken an environmental screening of each change, and, where necessary, summarised further assessment to

determine whether the changes would give rise to any new or materially different likely significant environmental effects when compared with those assessed in the ES and the Shadow HRA.

9.1.3 The screening exercise has demonstrated that a number of the proposed changes relate solely to drafting clarifications and updates to administrative processes and do not alter the assumptions underpinning the ES and the Shadow HRA. These changes have therefore been appropriately screened out of further environmental consideration.

9.1.4 Three changes have been screened in for further consideration with regards to the assessments in the ES and one change has been screened in for further consideration with the regards to the Shadow HRA. For each of these changes, further explanation and proportionate assessment have been provided within this report, supported where necessary by more detailed technical assessment in the appendices. On the basis of this assessment, it is concluded that none of the changes would result in any new or materially different likely significant environmental effects beyond those already assessed and reported in the ES. Furthermore, the proposed changes do not alter the conclusions of the Shadow HRA.

9.1.5 When considered individually and cumulatively, the proposed changes do not extend the Order limits, alter the fundamental nature of the authorised development, or require additional compulsory acquisition of land or rights.

9.1.6 Accordingly, it is concluded that the proposed changes are non-material for the purposes of the Planning Act 2008 and can be properly considered as a Non-Material Change to the Sizewell C (Nuclear Generating Station) Order 2022.

APPENDIX A CHANGE 1 INTEGRATED REINFORCEMENT YARD ASSESSMENT OF POTENTIAL ENVIRONMENTAL EFFECTS

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Contents

1 Introduction 1
1.1 Overview 1
1.2 Scope 2
2 Conventional Waste and Material Resources 2
2.1 Introduction 2
2.2 Review 2
2.3 Conclusions 4
3 Socio-economics 5
3.1 Introduction 5
3.2 Review 5
3.3 Conclusion 7
4 Air Quality 7
4.1 Introduction 7
4.2 Review 7
4.3 Conclusion 8
5 Terrestrial Ecology and Ornithology 9
5.1 Introduction 9
5.2 Review 9
5.3 Conclusion 11
6 Amenity and Recreation 12
6.1 Introduction 12
6.2 Review 12
6.3 Conclusion 13
7 Terrestrial Historic Environment 14
7.1 Introduction 14
7.2 Review 14
7.3 Conclusion 17
8 Climate Change 17
8.1 Introduction 17
8.2 Review 17
8.3 Conclusion 19
9 Health and Wellbeing 19
9.1 Introduction 19
9.2 Review 20
9.3 Conclusion 20
10 Transport 20
11 Noise and Vibration 20
12 Landscape and Visual 21
13 Major Accidents and Disasters 21
13.1 Introduction 21
13.2 Review 21
13.3 Conclusion 21

Annexes

Annex A Transport Appraisal

Annex B Noise and Vibration Assessment
Annex C Landscape and Visual Appraisal
Annex D Major Accidents and Disaster Review

1 Introduction

1.1 Overview

1.1.1 Sizewell C Limited ('SZC') is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft and to the north-east of the town of Leiston.

1.1.2 Consent to construct the power station is provided through 'The Sizewell C (Nuclear Generating Station) Order 2022' ('the DCO' or 'the Order'). All references in this Appendix to the "ES" should be taken to relate to the environmental information relied upon by the Secretary of State in making the Order.

1.1.3 Requirement 13 in Schedule 2 to the DCO provides that construction works carried out as part of the authorised development must be carried out in accordance with the Construction Method Statement and the Construction Parameter Plans listed in the requirement unless otherwise approved by East Suffolk Council ('ESC').

1.1.4 At the time of the grant of the DCO, it was envisaged that the Land East of Eastlands Industrial Estate ('LEEIE') would be used as a caravan park and associated works. This is secured as Zone C13 in the Construction Parameter Plan and Construction Method Statement. The proposed change from a caravan park to an Integrated Reinforcement Yard is Change 1 in this application.

1.1.5 The LEEIE railhead, on which construction material such as tunnel segments would be delivered, is already under construction and approved under the DCO. Extending the period of use of the LEEIE railhead, such that it is operational simultaneously with the Temporary Construction Area railhead, is Change 2 in this application.

1.1.6 To handle delivery of the tunnel segments at LEEIE, SZC also intends to construct and operate a Marine Tunnel Segment Storage ('MTSS') yard in Zone C14 of the LEEIE. This does not form part of the NMC application as it is considered to fall within the scope of the approved parameters. However, for completeness the potential combined effects of using the MTSS yard with the Integrated Reinforcement Yard and operation of the LEEIE railhead are considered in this appraisal.

1.1.7 The following terms are used in this appraisal:

- "Revised Construction Use": the Integrated Reinforcement Yard, MTSS Yard and extended use of the LEEIE railhead;
- "Revised Construction Works": construction of the Integrated Reinforcement Yard and MTSS Yard;
- "Revised Construction Activity": operation of the Revised Construction Use.
- "Previously Anticipated Construction Use": Uses described for Zones C13 and C14 within the Construction Method Statement.

1.2 Scope

1.2.1 This Appendix considers the potential for the Revised Construction Use to give rise to any new or materially different likely significant environmental effects from those set out in the ES. The subsequent sections of this Appendix provide an appraisal for each of the technical assessments within the ES.

2 Conventional Waste and Material Resources

2.1 Introduction

2.1.1 This section reports the findings of the review of the Revised Construction Works and Revised Construction Activity of Change 1 in the context of the conclusions of the ESin relation to conventional waste and material resources.

2.2 Review

a) Baseline

2.2.1 The materials and waste baseline conditions (i.e. landfill capacity) remain broadly similar to those presented in the ES. The ES presented a more conservative baseline than is required in the current Institute of Environmental Management and Assessment (IEMA) Guidance[1] and this is therefore retained on a worst-case basis.

b) Material Resources

2.2.2 Table 2-1 presents a comparison between the material resource use during construction of Sizewell C for the ES and those considering the Revised Construction Works and Revised Construction Activity. The values presented in Table 2-1 demonstrate that there would be no change to the significance level for any of the materials and the conclusions of the ES remain valid.

Table 2-1: Material Resource Use

	Concrete (tonnes)	Bitumen (tonnes)	Steel (tonnes)	Gravel (tonnes)
Availability (Suffolk)	604,000	22,904,000	-	22,420,000
Availability (UK)	120,960,000	182,760,000	7,300,000	126,400,000
Total for Development (ES)[2]	4,894,300	1,115,700	970,510	348,371
Total for Development (with Revised Construction Works and Revised	5,013,880	1,140,119	975,342	394,887

[1] Now the Institute of Sustainability and Environmental Professionals

[2] Note values presented within Volume 2, Chapter 8 of the ES were subsequently amended within the First ES Addendum.

	Concrete (tonnes)	Bitumen (tonnes)	Steel (tonnes)	Gravel (tonnes)
Construction Activity)				
% of available (Suffolk) – ES	>100%	4.87%	n/a	1.55%
% of available (Suffolk) - Revised Construction Works and Revised Construction Activity	>100%	4.98%	n/a	1.76%
% of available (UK) - ES	4.05%	0.61%	13.29%	0.28%
% of available (UK) - with Revised Construction Works and Revised Construction Activity	4.15%	0.62%	13.36%	0.31%

c) Waste Generation

2.2.3 Table 2-2 provides a comparison of waste estimates against landfill capacity (regional in the case of non-hazardous (inert and non-inert) landfill, and national in the case of hazardous waste landfill), using the most recently available landfill capacity data published by the Environment Agency[3]. Whilst there would be some difference in the waste production streams, the majority of the municipal solid waste is anticipated to be re-useable, recyclable or recoverable. Considering the values presented in Table 2-2, there would be no change to the significance level for waste generation, and the conclusions of the ES remain valid.

Table 2-2: Waste Generation

	Non-hazardous (inert and non-inert) (m^3)	Hazardous (m^3)
Landfill Capacity	58,745,000 (East of England)	9,679,683 (England)
Total waste arisings (ES[4])	873,200	45,185
Total waste arisings (with Revised Construction Works and Revised Construction Activity)	879,514	45,248

[3] EA (2025) https://www.data.gov.uk/dataset/237825cb-dc10-4c53-8446-1bcd35614c12/remaining-landfill-capacity1

[4] Note values presented within Volume 2, Chapter 8 of the ES were subsequently amended within the First ES Addendum and the Fourth ES Addendum.

	Non-hazardous (inert and non-inert) (m^3)	Hazardous (m^3)
% of regional landfill capacity (ES)	1.49%	0.47%
% of regional landfill capacity (with Revised Construction Works and Revised Construction Activity)	1.50%	0.47%

i) Removal and Reinstatement

2.2.4 During removal and reinstatement, the waste hierarchy will be applied and it is anticipated that the majority of the materials used for the Revised Construction Use will be recovered and hence diverted from landfill. Government statistics state that the recovery rate for non-hazardous construction and demolition waste in 2022 (the latest year for which data is available) was 94.3%[5].

2.2.5 The UK Government's minimum objective for the recovery of non-hazardous construction and demolition waste, as set out in the Waste Management Plan for England[6], requires at least 70% recovery by weight. 70% recovery rate has been used as the worst-case assessment assumption. Since the Revised Construction Use is predominantly comprised of materials that are readily recyclable, the Revised Construction Use is expected to meet this national average recovery rate (as required by the Code of Construction Practice (CoCP)), and the proportion of regional non-hazardous landfill capacity that would be taken up is shown in Table 2-3 below.

Table 2-3: Removal and Reinstatement Waste

Removal and Reinstatement Waste (tonnes)	195,347
Assumed recovery rate	70%
Decommissioning waste to landfill (tonnes)	58,604
Decommissioning waste to landfill (m^3)	139,906
% of regional landfill capacity	0.238%

2.3 Conclusions

2.3.1 Following a review of the information presented above, it is considered that the Revised Construction Use would not give rise to any new or materially different likely significant effects on conventional waste and material resources to those described in the ES.

[5] UK Government (2025) Available at: https://www.gov.uk/government/statistics/uk-waste-data/uk-statistics-on-waste#:~:text=on%20waste%20dataset.-,1.,50.3%20million%20tonnes%20was%20recovered.

[6] Defra (2013) Waste Management Plan for England Available at: https://assets.publishing.service.gov.uk/media/5a7c3b1140f0b674ed20fb5c/pb14100-waste-management-plan-20131213.pdf

3 Socio-economics

3.1 Introduction

3.1.1 This section reports the findings of the review of the Revised Construction Use in the context of the conclusions of the ES in relation to socio-economics.

3.1.2 The socio-economic assessment presented in Volume 2, Chapter 9 of the ES included an assessment of the following effects relevant to the Revised Construction Use:

- The beneficial economic effects of employment and skills supported by construction activity; and
- The potential for adverse effects on accommodation demand, and changes to the capacity of community facilities and public services, as a result of the non-home-based element of the construction workforce.

3.1.3 As noted in **Section 4** of the Environmental Compliance Report, a total of 65 (peak of 120) additional workers would be present during the Revised Construction Works and 101 additional workers would be present during the Revised Construction Activity, when compared to those considered within the ES.

3.2 Review

a) Baseline

3.2.1 It is noted that the baseline position for the receptors identified has changed since the submission of the Environmental Statement (Volume 2, Chapter 9). This includes an increase in construction jobs (BRES 2023), a growth in population (ONS 2024) and an increase in Private Rented Sector homes (Census 2021). To provide a worst-case assumption the original baseline described within the ES has been considered as part of this review.

b) Labour Market Effects (Employment and Skills)

3.2.2 Table 3-1 presents a comparison between the estimated construction workforce during construction of Sizewell C considered in the ES and those related to the Revised Construction Works and the Revised Construction Activity. The values presented in Table 3-1 demonstrate that the increase in construction workers is relatively small and so there would be no change to the significance level of labour market effects and the conclusions of the ES remain valid.

Table 3-1: Labour Market Effects

	ES	With Revised Construction Works / Activity	Difference	Difference (%)
Year 3 Workforce	3,070	3,135	+65	2.12%
Year 4 Workforce	4,160	4,225	+65	1.56%
Peak Workforce	7,900	8,001	+101	1.28%

c) Accommodation and Population / Community Facility / Public Services Effects

3.2.3 The Revised Construction Activity would include fixed, longer-term positions for skilled construction operatives involved in process work supported by around 8 roles for professional and management workers. Given the nature and skill profile of the roles, it is anticipated that the majority of these positions would be filled by local (home-based) workers, and would therefore not contribute to accommodation or community facility / public service demands. As a result, the number of non-home-based workers at the peak of construction would remain unchanged compared with that assessed in the ES.

3.2.4 Table 3-2 presents the comparison between the construction workforce during construction of Sizewell C considered in the ES and those considering the Revised Construction Works and Revised Construction Activity, using the estimated construction workforce. It demonstrates that there would be no change to the peak non-home-based workers.

Table 3-2: Non-home-based Workers

	ES	With Revised Construction Works / Activity	Difference	Difference (%)
Non-home based workers* (Year 3)	2,130	2,195	65	3.05%
Non-home based workers* (Year 4)	3,020	3,085	65	2.15%
Non-home based workers (Peak)	5,780	5,780	0	0%

* non-home-based element of around 75%.

3.2.5 The Revised Construction Works and Revised Construction Activity are not anticipated to materially alter assumptions relating to recreational displacement, having regard to the findings of the Socio-economics assessment on workforce numbers and composition. Any provision of replacement accommodation at Pontins Pakefield is assessed separately through a standalone TCPA application (DC/25/3078/FUL), which will be determined on its own merits and is not relied upon for the delivery of NMC1. In this regard, appropriate fallback measures are secured through the Housing Contingency Fund and implemented via the Tourist Accommodation Plan. Pontins Pakefield is located approximately 10 km from the Main Development Site and, as such, significant cumulative effects in relation to recreational pressure are not anticipated. Should any changes arise, mitigation is secured through the Mitigation and Monitoring Plans annexed to the Deed of Obligation to ensure potential effects are appropriately managed.

3.2.6 It is not considered that the Revised Construction Works and Revised Construction Activity would result in a change in significance of effect on accommodation, community facilities or public services to that reported in Environmental Statement (Volume 2, Chapter 9).

3.3 Conclusion

3.3.1 Overall, the Revised Construction Use would not result in any new or materially different likely significant environmental socio-economic effects to those reported in the ES.

4 Air Quality

4.1 Introduction

4.1.1 This section reports the findings of the review of the Revised Construction Use in the context of the conclusions of the ES in relation to air quality.

4.2 Review

a) Baseline

4.2.1 The sensitive receptors for the air quality assessment presented in the ES included air quality sensitive locations off roads adjacent to the LEEIE, including Lover's Lane, King George's Avenue, Valley Road, the B1122 and A12. The ES considered the effects of air quality impacts on designated ecological sites, public amenity and public health. It is noted that new housing developments have introduced additional air quality sensitive receptors to the wider study area, however none of these are closer to the road network or LEEIE than receptors considered in the ES and therefore these new receptors are already effectively represented within the ES.

4.2.2 Air quality measurement sites have been established at three locations near the boundary of the LEEIE in accordance with the Dust Monitoring and Management Plan. These monitoring sites have demonstrated, to date, that concentrations of nitrogen dioxide, oxides of nitrogen, sulphur dioxide and particulate matter (both PM_{10} and $PM_{2.5}$ size fractions) have remained at the baseline conditions reported in the ES whilst dust deposition rates at a number of measurement gauges have increased from those described in the ES as a result of ongoing construction activities. To provide a worst-case assessment, the lower dust baseline described within the ES has been considered. On this basis, the baseline conditions are considered to remain as described in Volume 2, Chapter 12 of the ES.

4.2.3 There are no statutory limits for dust deposition levels; however, guideline threshold levels provided in Institute of Air Quality Management guidance have been derived for dust soiling impacts and potential ecological effects. For deposited dust (ecological effects), the relevant threshold is 0.5 g/m²/day.

b) Revised Construction Works

i) Emissions to Air

4.2.4 Earthworks have already been completed within the LEEIE (2025 Q3) and therefore no further effects of dust from soil movement are anticipated when considering the Revised Construction Works. Construction of hard standing and the construction and ultimate removal of the temporary facilities, storage areas and hardstanding could generate dust. The range of measures currently included in the Dust Monitoring and Management Plan are considered appropriate to control the impact of dust at all sensitive receptors and there would be no change to the conclusion of the ES.

ii) Road Traffic Emissions

4.2.5 The change to the destination of road traffic movements within the wider MDS, is likely to change the 2 way 24 hour annual average daily total (AADT) flows of both light duty vehicles (LDV) and heavy duty vehicles (HDV) on Lover's Lane and King George's Avenue, compared to the values used in the ES Appendix 12B. The scale of vehicle movements (see Annex A) is so small that the impact of emissions is still likely to be negligible to low at the residential properties on these two roads. This is not considered to represent a material change to the conclusion of the ES.

c) Revised Construction Activity

i) Emissions to Air

4.2.6 The Revised Construction Activity introduces activities including cutting and welding that would emit particulate matter to air, but these would only increase concentrations within a few metres of the activity. Emissions ventilated from the work areas would be suitably distant from nearby receptors and would not be capable of changing the concentrations of particulate matter experienced at any receptor location. There would be no change to the conclusions of the ES.

ii) Road Traffic Emissions

4.2.7 During the Revised Construction Works and Revised Construction Activity, the total volume of road traffic movements would be lower than considered in the ES. Consequently, potential impacts at receptors on the A12 and B1122 corridors would be no greater than reported in the ES.

4.2.8 The change to the destination of road traffic movements within the wider MDS, is likely to change the 2-way 24-hour AADT flows of both LDV and HDV on Lover's Lane and King George's Avenue, compared to the values used in the ES Appendix 12B. The scale of vehicle movements (see Annex A) is so small that the impact is still likely to be negligible at the residential properties on these two roads. This is not considered to represent a material change to the conclusion of the ES.

4.3 Conclusion

4.3.1 Overall, the Revised Construction Use would not result in any new or materially different likely significant air quality effects to those reported in the ES.

5 Terrestrial Ecology and Ornithology

5.1 Introduction

5.1.1 This section reports the findings of the review of the Revised Construction Use in the context of the conclusions of the ES in relation to Terrestrial Ecology and Ornithology. Appendix B has been prepared to consider the Revised Construction Use in the context of the conclusions of the Shadow Habitats Regulations Assessment.

5.2 Review

a) Baseline

5.2.1 Vegetation clearance, topsoil removal and earthworks have been completed within the LEEIE (2025 Q3) and therefore no direct ecological impacts would occur as a result of the Revised Construction Use, as these have already occurred or are currently managed through Protected Species licences. The following receptors considered within the ES are considered relevant to the LEEIE:

- Designated Sites
- Ornithology
- Bats

b) Designated Sites

5.2.2 The following designated sites for nature conservation are within 5km of LEEIE:

- Sizewell Marshes Site of Special Scientific Interest (SSSI), located approximately 350m north of LEEIE;
- Leiston – Aldeburgh SSSI, located approximately 520m south east of LEEIE;
- Sandlings Special Protection Area (SPA), located approximately 520m south east of LEEIE;
- Minsmere to Walberswick Heaths and Marshes SSSI, located approximately 2,225m north east of LEEIE
- Minsmere to Walberswick Heaths and Marshes SAC, located approximately 2,225m north east of LEEIE
- Minsmere - Walberswick – SPA / Ramsar, located approximately 2,225m north east of LEEIE;
- Crag Pit Aldeburgh SSSI, located approximately 4,500m south of LEEIE;
- Alde-Ore Estuary SPA/ Ramsar, located approximately 4,700m south west of LEEIE;
- Alde Ore Estuary SSSI, located approximately 4,700m south west of LEEIE; and
- Alde-Ore & Butley Estuaries SAC, located approximately 4,700m south west of LEEIE.

5.2.3 A review of the impact pathways for designated sites considered within the ES in the context of the Revised Construction Use is presented in Table 5-1. This table

demonstrates there would be no changes to the conclusions of the ES in relation to designated sites.

Table 5-1: Screening of impact pathways to designated sites for the Revised Construction Use

Impact Pathway	Screening outcome	Justification
Alteration of coastal processes	Screened out	The Revised Construction Use would not change any assumptions associated with the marine environment.
Direct land take resulting in habitat loss and fragmentation	Screened out	There are no changes to the Order Limits as part of the Revised Construction Use.
Incidental loss of plant species	Screened out	There are no changes to the Order Limits associated with the Revised Construction Use.
Disturbance effects on habitats (comprising trampling and other effects due to displacement of recreational users)	Screened out	The Revised Construction Use is unlikely to result in changes to assumptions on recreational displacement noting the findings of **Section 3** (Socio-economics) on worker numbers. Should any changes arise, mitigation measures are secured through Mitigation and Monitoring Plans[7] (MMPs) annexed to the Deed of Obligation (the MMP for Minsmere – Walberswick and Sandlings (North) and MMP for Sandlings (Central) and Alde Ore) to ensure any effects of increased recreational pressure are managed appropriately.
Changes in water quality	Screened out	The Revised Construction Use would not change the conceptual site model (Volume 2, Appendix 18B, see also Table 2 in the Environmental Compliance Report). Given this, there not anticipated to result in new or materially different likely significant effects on groundwater and surface water.
Alteration of local hydrology (including water chemistry) and hydrogeology	Screened out	
Changes in air quality (Dust)	Screened out	Existing measures are in place which secure the development of a dust management plan, as detailed in **Section 4** (Air Quality), outlining a range of measures that would ensure dust generation is kept to a minimum and within the threshold limits of 0.5g/m^2/day.
Changes in air quality (emissions)	Screened out	**Section 4** (Air Quality) demonstrates that the Revised Construction Use would not change the conclusions of the ES in relation to changes in air quality.

[7] Two MMPs were annexed to the Deed of Obligation to define a suite on monitoring measures for recreational displacement and disturbance associated with the construction of the Sizewell C Project. These MMPs are supported by the European Sites Access Contingency Fund which provides secured funds for the implementation of additional mitigation should it be determined to be necessary.

c) Ornithology

5.2.4 As habitats present within the LEEIE were arable, it was not the focus of the ornithological surveys undertaken to inform the baseline for the ES as described in Appendix 14.A7. The baseline surveys were focussed on waterbirds associated with RSPB Minsmere. The LEEIE is remote from areas of importance to waterbirds and the conclusion of the ES on the associated ornithological interest features of designated sites would remain unchanged.

d) Bats

5.2.5 As shown in Figure 14C1A.1 of the ES, LEEIE was not considered to be an important location for foraging, commuting and roosting bats. Figure 14C1A.1 of the ES shows LEEIE is not within proximity of these areas. The closest area important for foraging and commuting is Fiscal Policy woodland and the closest roost resource is located at Kenton Hills.

5.2.6 The Revised Construction Use would comply with the controls within the Lighting Management Plan and the specific lighting controls required within the Sizewell C Main Development Site Bat Licence. These measures would ensure that the light spill onto boundary features would be minimised.

5.2.7 Whilst Annex B does not specifically consider high frequency (8 kHz) noise, it does demonstrate that the Revised Construction Use would:

- Not result in potential noise levels exceeding 60 dB at roost locations (as shown in Figure 14C1A.1 of the ES). This is demonstrated by predicted LMax value of 49 dB at Common Cottages (as a proxy for Kenton Hills, the closest important roost resource);
- Not result in potential noise levels exceeding 65 dB in key foraging and commuting routes (as shown in Figure 14C1A.1 of the ES). This is demonstrated by predicted LMax value of 48 dB at Fiscal Policy (as the closest important foraging/commuting resource).

5.2.8 On this basis it is considered that the Revised Construction Use would not influence the modelling undertaken within the ES for the important locations for foraging, commuting and roosting bats within and adjacent to the Main Development Site.

5.2.9 Noting the location of important resources for bats in the context of LEEIE, embedded mitigation to control lighting and the findings of the updated noise appraisal in **Annex B** it is considered that the conclusions of the ES in relation to bats would remain unchanged.

5.3 Conclusion

5.3.1 Overall, the Revised Construction Use would not result in new or materially different likely significant terrestrial ecology and ornithology environmental effects to those reported in the ES.

6 Amenity and Recreation

6.1 Introduction

6.1.1 This section reports the findings of the review of the Revised Construction Use in the context of the conclusions of the ES in relation to amenity and recreation.

6.1.2 The Amenity and Recreation Assessment presented in Volume 2, Chapter 15 of the ES included an assessment of the following effects relevant to the Revised Construction Use:

- Potential effects caused by increases in numbers of people using recreational resources due to the construction of Sizewell C; and
- Potential effects on amenity and recreation receptors.

6.2 Review

a) Baseline

6.2.1 Excluding changes associated with the commencement of the construction of Sizewell C, the baseline conditions for onshore recreational resources within the area surrounding LEEIE remain consistent with those assessed in ES. The only relevant change to the amenity and recreation baseline is that the Wild Aldhurst Nature Reserve has formally opened to the public. This nature reserve was identified in the ES as Aldhurst Farm habitat creation area (rather than Wild Aldhurst) as part of Receptor Group 16: North of Leiston, noting it would be Open Access Land in the future baseline.

b) Revised Construction Works and Revised Construction Activity

i) Potential effects caused by the change in the number of people using recreational resources due to the construction of Sizewell C.

6.2.2 Based on the comparison on workforce numbers in Section 3.2, it is assessed there would be no new or materially different likely significant effects to those described within the ES.

6.2.3 The slight increase in workforce numbers associated with Change 1 is not large enough to alter expected levels of recreational use. Furthermore, whilst there may be a slight reduction in recreational pressure locally as a result of the removal of caravans from LEEIE, it is not expected to change the categories of effects determined within the ES on recreational receptors. The ES assumed that from the workers staying at caravans, 10% would visit public outdoor recreational facilities on a weekly basis (i.e. 60 people). Furthermore, on the basis of a Sizewell B outage workers survey, the recreational resources most frequently visited included a range of locations around Sizewell and further afield (e.g. Aldeburgh, Sizewell Beach, Thorpeness, Dunwich etc). As such, the LEEIE caravan workers only comprised a small proportion of the overall Sizewell C construction workforce and their relocation is not likely to change the effects associated with recreational pressure reported within the ES across the study area. The conclusions reached in the ES about potential increases in visitor pressure therefore remain unchanged.

ii) Potential effects on amenity and recreation receptors

6.2.4 Given their location, Receptor Groups 15 (Sizewell Belts), 16 (North of Leiston), 17 (Leiston), 19 (Aldringham Common and the Walks) and Suffolk Coast Path and Sandlings Walk are relevant to the context of LEEIE.

6.2.5 For all these receptors, the following conclusions have been reached when considering the Revised Construction Use:

- There would be no additional physical changes to amenity and recreation resources to those assessed in the ES.
- There would be small changes in vehicle numbers during the Revised Construction Use but these would not influence the findings of the ES in relation to amenity and recreation.
- As demonstrated in Section 11 the Revised Construction Use would not generate any new or materially different likely significant noise and vibration effects on receptors using rights of way and other recreational assets, including consideration of road and rail movements (refer to Annex B for further details).
- As demonstrated in Section 4 the Revised Construction Use would not change the conclusions of the air quality assessment presented in the ES.
- As demonstrated in Section 12 the Revised Construction Use would not generate any new or materially different likely significant visual effects on visual receptors using rights of way and other recreational assets (refer to Annex C for further details).
- As demonstrated in Section 3, the Revised Construction Use would not result in any new or materially different likely significant effects in relation to recreational displacement or recreational pressure.

6.2.6 Therefore, it is assessed the Revised Construction Use would not introduce new or materially different likely significant amenity and recreation effects on any of the amenity and recreation receptors.

iii) Dark Sky Discovery Sites

6.2.7 Annex C records that the Revised Construction Use would not introduce new or materially different likely significant effects in relation to receptors visiting the Dark Sky Discovery Site at Westleton Common.

6.3 Conclusion

6.3.1 Overall, the Revised Construction Use would not result in new or materially different likely significant amenity and recreation effects compared to those reported in the ES.

7 Terrestrial Historic Environment

7.1 Introduction

7.1.1 This section reports the findings of the review of the Revised Construction Use in the context of the conclusions of the ES in relation to the terrestrial historic environment.

7.2 Review

a) Baseline

i) Built Heritage

7.2.1 The extent of the study area and the built heritage assets scoped into the assessment were defined using professional judgement, liaison with the Landscape team and informed by the results of site visits (to Upper Abbey Farmhouse on 4 September 2025 and to Leiston Abbey, which also included long views of Hill Farmhouse, on 5 September 2025), as well as by utilisation of the Zones of Theoretical Visibility (ZTV).

ii) Buried Remains

7.2.2 Following the ES assessment, targeted archaeological mitigation across the LEEIE area (HER Ref: LCS223) was undertaken on behalf of SZC, recording multi-phase occupation from the Neolithic to Medieval periods including datable artefactual remains, as well as burial remains interpreted as being of Iron Age date. The archaeological excavations identified 'Remains of a Medieval well feature' (feature ref: 20066; HER ref: LCS223) which, as agreed with Suffolk County Council, will be retained in situ.

b) Revised Construction Works and Revised Construction Activity

i) Built Heritage

7.2.3 Table 7-1 provides a review of the assessments of relevant built heritage assets (see paragraph 7.2.1) considering the Revised Construction Use.

Table 7-1: Assessment of Relevant Built Heritage Assets in Relation to the Revised Construction Use

Asset(s)	Review of the Revised Construction Use
Upper Abbey Farmhouse (NHLE: 1216394) and Barn 40 metres north of Upper Abbey Farmhouse (NHLE: 1216655)	The ZTV for the Revised Construction Use (Annex C, Figure 2) and the original ZTV within the ES (Annex C, Figure 1) indicates construction would be visible in long views looking south towards the site from the access road. Whilst there have been changes to the height parameters within LEEIE (see Section 4.2 of the Environmental Compliance Report) it is not considered these are of sufficient scale to change the conclusions of the ES in relation to these assets.
Group at Leiston Abbey, comprising: – Leiston Abbey (second site) and moated site (NHLE: 1014520) – St Mary's Abbey (NHLE: 1215753)	The ZTV for the Revised Construction Use (Annex C, Figure 2) and the original ZTV within the ES (Annex C, Figure 1) indicates construction would be visible in views out from the scheduled Leiston Abbey (second site) and moated site, and Grade I listed St Mary's Abbey, towards the south-east, and potentially visible from views within the abbey ruins itself. Whilst there have been changes to the height parameters within LEEIE (see Section 4.2 of the Environmental Compliance Report) it is not considered these are of sufficient scale to change the conclusions of the ES in relation to these assets.
– Retreat House (NHLE: 1215754) – Barn at Abbey Farm (NHLE: 1216380) – The Guesten Hall at Abbey Farm (NHLE: 1268290)	The ZTV for the Revised Construction Use (Annex C, Figure 2) and the original ZTV within the ES (Annex C, Figure 1) indicates construction would be visible in views out from the scheduled Leiston Abbey (second site) and moated site, and Grade I listed St Mary's Abbey, towards the south-east, and potentially visible from views within the abbey ruins itself. Whilst there have been changes to the height parameters within LEEIE (see Section 4.2 of the Environmental Compliance Report) it is not considered these are of sufficient scale to change the conclusions of the ES in relation to these assets.
Cottage 450 metres south west of Upper Abbey Farmhouse (NHLE: 1216395)	The ZTV for the Revised Construction Use (Annex C, Figure 2) and the original ZTV within the ES (Annex C, Figure 1) indicates construction would be visible in views looking out from the asset towards the south-east, impacting long views out across the wider landscape towards the site. Whilst there have been changes to the height parameters within LEEIE (see Section 4.2 of the Environmental Compliance Report), these would not be apparent as the viewer approached or left the asset travelling south-east along the B1122 Abbey Road, nor on the immediate private access route, located off Abbey Road. There would be no change to the conclusions of the ES in relation to this asset.
Hill Farmhouse (NHLE: 1287643)	The ZTV for the Revised Construction Use (Annex C, Figure 2) and the original ZTV within the ES (Annex C, Figure 1) indicates construction would be visible in long views looking south-east from the asset towards the site. Occasional glimpses of construction associated with the Revised Construction Use may also be possible as the viewer approaches the asset from the direction of Moat Lane, due to the lack of planting at intervals along the unnamed road which leads to the farmhouse, however its connection with its farm

Asset(s)	Review of the Revised Construction Use
	complex, and to other farm groups in the area, would not be impacted. There would be no change to the conclusions of the ES in relation to this asset.
Leiston Conservation Area	Following a review of the ZTV for the Revised Construction Use (Annex C, Figure 2) and the original ZTV within the ES (Annex C, Figure 2) and the site visit, there is no potential for the Revised Construction Use to change the conclusions of the ES in relation to this asset. Whilst there have been changes to the height parameters within LEEIE, it is not considered these are of sufficient scale to affect the character, setting or relationships of the Conservation Area or change the conclusions of the ES.
The Watch House (NHLE: 1391360)	The ZTV for the Revised Construction Use (Annex C, Figure 2) and the original ZTV within the ES (Annex C, Figure 1) indicates construction would be visible in views looking out from the asset towards the site. However, as described in Volume 2, Chapter 16 of the ES, views out from the asset are already characterised by the existing Sizewell A station. Whilst there have been changes to the height parameters within LEEIE (see Section 4.2 of the Environmental Compliance Report) it is not considered these are of sufficient scale to change the conclusions of the ES in relation to these assets.

ii) Buried Remains

7.2.4 Earthworks and archaeological mitigation are complete across the LEEIE and therefore the effects described within the ES have already been experienced. As noted in paragraph 7.2.2, a new receptor was identified during archaeological mitigation which was not assessed in Chapter 16 Terrestrial Historic Environment and, following its identification, was agreed to be preserved in situ. Given the depth of the surviving remains, they would be well below the extent of proposed ground-breaking and any additional surface loading would not cause any material alteration to the water table that might impact the preservation of waterlogged remains. Any impact is considered to be of very low magnitude of impact on this newly defined receptor, of low sensitivity, which would lead to a negligible effect (not significant). The effect would also have occurred for the Previously Anticipated Construction Use.

7.3 Conclusion

7.3.1 In conclusion, the Revised Construction Use would not introduce any new or different likely significant effects on built heritage assets. Likely significant effects would remain as reported in the ES.

7.3.2 Whilst paragraph 7.2.4 identifies a new non-significant effect, the Revised Construction Use do not result in a change to the likely significant effects on archaeology reported in the ES. The new effect does not result from Change 1 but has been identified as a result of an improved understanding of the baseline and would also have occurred for the Previously Anticipated Construction Use.

7.3.3 Overall, the Revised Construction Use would not result in new or materially different likely significant terrestrial historic environment effects compared to those reported in the ES.

8 Climate Change

8.1 Introduction

8.1.1 This section reports the findings of the review of the Revised Construction Use in the context of the conclusions of the ES in relation to climate change.

8.2 Review

8.2.1 The following assumptions have been made to undertake the assessment to understand greenhouse gas (GHG) emissions associated with the Revised Construction Use:

- The revised calculations focus solely on the addition of the Steel Cut and Bend Facility within Zone C13a and C13b, as the remaining elements of the Integrated Reinforcement Yard were already accounted for within the ES (albeit located elsewhere within the LEEIE).
- Emissions calculations are based on the facility occupying 69,200m2, operating continuously (24/7) over a five-year period.
- The facility is expected to process 255,000 tonnes of reinforcement steel during the Revised Construction Use.

- As a conservative estimate, A1-A3 (raw material supply, transport, and manufacturing) emissions of the facility have been incorporated into the revised calculations.
- The Steel Cut and Bend Facility would not utilise water in its industrial processes, except for water-based coolants for band saws, which operate in a closed-loop system. Water used for maintenance and cleaning is not included in the emissions calculations, as it would comprise a de minimis contribution.
- For Environmental Impact Assessments (EIAs), Modules C1–C4 are typically excluded from the carbon assessment due to the challenges in forecasting technological advancements that may occur during the deconstruction phase of the project. However, for the revised calculations, a business-as-usual scenario with a 25% deconstruction rate was applied to estimate the emissions associated with Module C1 (Deconstruction) of the facility. Given the high recyclability of materials such as concrete, steel, aggregates, and asphalt, the emissions associated with Modules C2 through C4 were deemed negligible and therefore excluded from the revised calculations
- In the ES, emissions from stages A1 (Raw material supply) and A2 (transport) were already accounted for. A3 (manufacturing) values from the Environmental Product Declarations (EPD) were used to establish benchmark figures for electricity consumption specific to a Steel Cut & Bend Facility. To derive these benchmarks, where an EPD shows the grid emissions factor, an indicative back-estimate of the kWh per tonne can be calculated by dividing the A3 Global Warming Potential (GWP) by the emissions grid factor. It is important to note that A3 may also include contributors beyond electricity. For this analysis, an EPD from a UK based cut and bend facility, BRC Reinforcement (2024) was referenced. This EPD8 provides detailed A3 impacts and specifies the UK grid factor used as 0.412 kg CO_2e/kWh. Using the factor, the A3 GWP of ~21.5kg CO_2e/t suggest an indicative electricity consumption of ~52.2kWh/t representing a conservative, “all-electric” upper bound. The carbon emissions were calculated using the average emissions grid factor derived from DESNZ projections9.

8.2.2 Table 8-1 and Table 8-2 summarise the revised GHG emission calculations considering the Revised Construction Use.

[8] EPD – BRC Reinforcement – Responsible Sourcing – BRC EPD Cut & Bent Rebar. 2024. [Online], Available at: https://www.brc.ltd.uk/downloads/

[9] UK Government, Government conversion factors for company reporting of greenhouse gas emissions, 2025. [Online], Available at: https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

Table 8-1: Construction GHG emissions (Sizewell C Project)

Sizewell C project as reported in the ES (tCO_2e)	Revised Construction Works and Revised Construction Use (tCO_2e)	Sizewell C project including the Revised Construction Works and Revised Construction Use (tCO2e)	Difference (%)
6,237,269	**29,778**	**6,267,047**	**0.48%**

Table 8-2: UK carbon budgets relevant to construction period

UK Carbon Budget (applicable years)	UK Carbon Budget (tCO_2e)	Sizewell C project including the Revised Construction Use emissions during carbon budget period (tCO2e)	Sizewell C project including the Revised Construction Use emissions as a proportion of Carbon Budget
4th (2023 – 2027)	1,950,000,000	626,705	0.0321%
5th (2028 – 2032)	1,725,000,000	3,133,524	0.1817%
6th (2033-2037)	965,000,000	2,506,819	0.2598%

8.2.3 The emissions produced during the construction phase of Sizewell C considering the Revised Construction Use are projected to account for less than 0.3% of the total emissions within any five-year UK carbon budget period in which they occur (Table 8-2). It should also be noted that the additional GHG emissions associated with the Revised Construction Use would have occurred elsewhere within the UK either as part of a consented and operational facility or a new facility.

8.3 Conclusion

8.3.1 Overall, the Revised Construction Use would not result in new or materially different likely significant GHG emission environmental effects compared to those reported in the ES.

9 Health and Wellbeing

9.1 Introduction

9.1.1 This section reports the findings of the review of the Revised Construction Use in the context of the conclusions of the ES in relation to Health and Wellbeing.

9.2 Review

9.2.1 The Health and Wellbeing assessment presented in Volume 2, Chapter 28 of the ES included an assessment of the following effects relevant to the Revised Construction Use:

- potential health and wellbeing effects from changes in emissions to air;
- potential health and wellbeing effects from additional transport movements;
- potential health and wellbeing effects from changes in noise exposure;
- potential health and wellbeing effects associated with the introduction of a temporary non-home-based construction workforce (including social impacts and on healthcare capacity) including net additional dependants;
- potential health and wellbeing benefits associated with socio-economic factors (such as direct, indirect and induced employment); and
- general stress and anxiety impacting upon quality of life and wellbeing.

9.2.2 Assessments of effects on health and wellbeing do not seek to repeat other environmental assessments (such as noise and vibration, air quality, socio-economics, and transport) that contribute towards health pathways or determinants of health, but instead build upon their assessment outputs to establish the potential magnitude, distribution and significance of impacts upon health and wellbeing. As reported in preceding Sections, it has been demonstrated that the Revised Construction Use would not change the conclusions of the environmental assessments with regard to potential health and wellbeing pathways. As such, the conclusion of the Health and Wellbeing assessment presented within the ES would remain unchanged.

9.3 Conclusion

9.3.1 Overall, the Revised Construction Use would not result in new or materially different likely significant health and wellbeing effects compared to those reported in the ES.

10 Transport

10.1.1 The Transport Assessment in Annex A presents a detailed assessment of the potential for the Revised Construction Use to give rise to new or materially different likely significant environmental effects in relation to transport compared with those reported within the ES.

10.1.2 Overall, Change 1 would not result in any new or materially different likely significant environmental transport effects compared with those reported in the ES.

11 Noise and Vibration

11.1.1 The Noise and Vibration Assessment in Annex B presents a detailed assessment of the potential for the Revised Construction Use to give rise to new or materially different likely significant environmental effects in relation to noise and vibration compared with those reported within the ES.

11.1.2 Overall, the Noise and Vibration Appraisal concludes that no new or materially different likely significant noise or vibration effects are expected from Change 1, and no additional mitigation measures are necessary beyond those already embedded in the scheme design and operational controls (secured in the revised Construction Method Statement), including compliance with the approved Code of Construction Practice and the MDS Noise Monitoring and Management Plan.

12 Landscape and Visual

12.1.1 The Landscape and Visual Appraisal ("LVA") in Annex C presents a detailed assessment of the potential for the Revised Construction Use to give rise to new or materially different likely significant environmental effects on landscape fabric, landscape character, visual receptors and designated and defined landscapes compared with those reported in the ES.

12.1.2 The LVA concludes that there would be no new or materially different likely significant environmental effects on landscape fabric, landscape character, visual receptors and designated and defined landscapes compared to those described in the ES.

13 Major Accidents and Disasters

13.1 Introduction

13.1.1 This section reports the findings of the review of the Revised Construction Use in the context of the conclusions of the ES in relation to Major Accidents and Disasters (MA&D) (refer to Annex D for further details).

13.2 Review

13.2.1 The review systematically assesses potential major accidents and disasters that could arise from the Revised Construction Use.

13.2.2 Risks evaluated include flooding, coastal flooding, storms, drought, extreme temperatures, lightning, geological hazards, seismic events, wildfires, fire/explosion, unexploded ordnance, leaks/spills, utility failures, loss of telecommunications, emergency response limitations, marine navigation incidents, construction incidents in the marine environment, security breaches, radiation risks, transport incidents, vandalism/crime, civil unrest, disease outbreaks, cyber-attacks, and aviation crashes.

13.2.3 For each risk, the review considers the worst-case consequences, mitigation measures (such as the Code of Construction Practice, emergency response plans, and design standards), and the tolerability of risk. All risks are assessed as "not significant" or "tolerable," with mitigation measures in place and no significant change in likelihood as a result of the Revised Construction Use are considered to occur.

13.3 Conclusion

13.3.1 This section reports the findings of the review of the Revised Construction Use in the context of the conclusions of the ES in relation to MA&D.

13.3.2 The MA&D review concludes that the Revised Construction Use at LEEIE do not significantly increase the likelihood of major accidents or disasters.

13.3.3 Existing embedded and additional mitigation measures (emergency preparedness, safety and environmental management systems, and site-specific protocols) are considered adequate.

13.3.4 The risks remain as low as reasonably practicable (ALARP) and within tolerable limits for the temporary construction phase. No new significant risks are introduced, and the proposed changes are compatible with the safety objectives for the Sizewell C Project

ANNEX A – TRANSPORT APPRAISAL

Sizewell C Limited. Registered in England and Wales. Registered No. 6937084. Registered office: 25 Copthall Avenue, London EC2R 7BP

Contents

Acronyms and Abbreviations 1
1 Introduction 2
1.1 Overview 2
1.2 Scope 2
2 Summary of the Revised Construction Use relevant to the Transport Appraisal 4
2.1 Introduction 4
2.2 Integrated Reinforcement Yard 4
2.3 Marine Tunnelling Segment Storage Yard 5
3 Legislation, Policy and Guidance Review 6
3.1 Legislation and Planning Policy 6
3.2 National Policy and Guidance 6
3.3 Local Policy and Guidance 6
4 Baseline Review 7
5 Assessment of Effects 8
5.1 Revised Construction Works Effects 8
5.2 Revised Construction Activity Effects 10
5.3 Effects of decommissioning the Revised Construction Use 14
5.4 HGV Timings 14
5.5 HGV Routing 15
5.6 Review of Assessment of Effects and Significance 15
5.7 Review of Mitigation Measures 16
5.8 Review of Residual Effects and Conclusion 16

Acronyms and Abbreviations

AIL	Abnormal Indivisible Load
CTMP	Construction Traffic Management Plan
CWTP	Construction Worker Travel Plan
DCO	Development Consent Order
ES	Environmental Statement
ESC	East Suffolk Council
HDV	Heavy Duty Vehicle (HGV and buses)
HGV	Heavy Goods Vehicle
LEEIE	Land East of Eastlands Industrial Estate
LGV	Light Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
MCA	Main Construction Area
MDS	Main Development Site, which is made up of LEEIE, the TCA and MCA
M&T	Marine and Tunnelling
NPPF	National Planning Policy Framework
PIC	Personal Injury Collision
SCC	Suffolk County Council
SZC	Sizewell C Limited
TCA	Temporary Construction Area
TRG	Transport Review Group

1 Introduction

1.1 Overview

1.1.1 Sizewell C Limited ('SZC') is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft and to the north-east of the town of Leiston.

1.1.2 Consent to construct the power station is provided through 'The Sizewell C (Nuclear Generating Station) Order 2022' ('the DCO').

1.1.3 Requirement 13 in Schedule 2 to the DCO provides that construction works carried out as part of the authorised development must be carried out in accordance with the Construction Method Statement and the Construction Parameter Plans listed in the requirement unless otherwise approved by East Suffolk Council ('ESC').

1.1.4 At the time of the grant of the DCO, it was envisaged that the Land East of Eastlands Industrial Estate ('LEEIE') would be used as a caravan park and associated works. This is secured as Zone C13 in the Construction Parameter Plan and Construction Method Statement. The proposed change from a caravan park to an Integrated Reinforcement Yard is Change 1 in this application.

1.1.5 The LEEIE railhead, on which construction material such as tunnel segments would be delivered, is already under construction and approved under the DCO. Extending the period of use of the LEEIE railhead, such that it is operational simultaneously with the Temporary Construction Area railhead, is Change 2 in this application.

1.1.6 To handle delivery of the tunnel segments at LEEIE, SZC also intends to construct and operate a Marine Tunnel Segment Storage ('MTSS') yard in Zone C14 of the LEEIE. This does not form part of the NMC application as it is considered to fall within the scope of the approved parameters. However, for completeness the potential combined effects of using the MTSS yard with the Integrated Reinforcement Yard and operation of the LEEIE railhead are considered in this appraisal.

1.1.7 The following terms are used in this appraisal:

- "Revised Construction Use": the Integrated Reinforcement Yard, MTSS Yard and extended use of the LEEIE railhead;
- "Revised Construction Works": construction of the Integrated Reinforcement Yard and MTSS Yard;
- "Revised Construction Activity": operation of the Revised Construction Use.
- "Previously Anticipated Construction Use": Uses described for Zones C13 and C14 within the Construction Method Statement.

1.2 Scope

1.2.1 This Transport Appraisal considers the potential for the Revised Construction Use to give rise to any new or materially different likely significant transport effects from those set out in the ES.

1.2.2 This Transport Appraisal is structured as follows:

- Section 2 provides a summary of the Revised Construction Use relevant to this appraisal;
- Section 3 identifies the relevant legislation, policy and guidance;
- Section 4 describes the baseline conditions at and around the LEEIE; and
- Section 5 provides an assessment of the effects associated with the proposed changes.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

2 Summary of the Revised Construction Use relevant to the Transport Appraisal

2.1 Introduction

2.1.1 As described in detail in the Environmental Compliance Report, revised Construction Method Statement, and Main Development Site Construction Parameter Plans – Key Plan (SZC-SZ0100-XX-100-DRW-100046), (Rev 07) Sheet 3 (SZC-SZ0100-XX-100-DRW-100094) (Rev 04), the Revised Construction Use is different to the Previously Anticipated Construction Use, introducing several temporary facilities, activities and structures within the LEEIE.

2.1.2 A description of the key elements of the Revised Construction Use that relate to the assessment in this Transport Appraisal are set out in the following sections.

2.2 Integrated Reinforcement Yard

2.2.1 The worker caravan site previously proposed on the LEEIE is proposed to be replaced by the Integrated Reinforcement Yard. In July 2024, it was agreed with the SZC Accommodation Working Group that 400 caravan pitches will not be delivered on the LEEIE and will instead be sited at one or more third-party caravan park sites within East Suffolk.

2.2.2 The Integrated Reinforcement Yard will comprise internal working areas and external storage space for the processing and fabrication of steel rebar and associated works. The internal areas will comprise a Steel Cut and Bend facility, an Assembly Area, plus supporting facilities and infrastructure.

2.2.3 The Steel Cut and Bend facility proposed was not assumed to be located at the LEEIE for the purpose of the ES. The other elements of the Integrated Reinforcement Yard (e.g. the Assembly Area and supporting facilities and infrastructure) were assumed to be located within the Temporary Construction Area (TCA) for the ES as part of the traffic associated with the MDS.

2.2.4 Construction of the Steel Cut and Bend Facility is expected to take 12 months (building and fit out). Construction of the Assembly Area and associated infrastructure is expected to take 15 months. The Integrated Reinforcement Yard is expected to be operational from September 2027.

2.2.5 There is forecast to be an average of 65 and peak of 120 workers associated with the construction of the Integrated Reinforcement Yard working a 07:00-19:00 shift.

2.2.6 Once operational, the Integrated Reinforcement Yard would employ a peak workforce of 286. Out of these, the Steel Cut and Bend element of the Integrated Reinforcement Yard is expected to have 67 workers during the day shift and 34 workers during the night shift, with a total of 101 workers, which are additional to the construction workforce numbers accounted for in the ES. The remaining workers associated with the Revised Construction Activity of the Integrated Reinforcement Yard were already accounted for in the ES, albeit previously assumed elsewhere within the TCA and therefore have not been considered as additional workforce within this assessment.

2.2.7 It is proposed for workers to be bussed to LEEIE from the SZC northern and southern park and ride facilities and direct buses. No car parking spaces are proposed for workers of the Integrated Reinforcement Yard.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

2.2.8 In terms of HGV movements, it is forecast that there would be an average of 16 two-way HGV movements per day and a peak of 40 two-way HGV movements per day associated with the construction of the Integrated Reinforcement Yard.

2.2.9 Once operational, there is forecast to be 38 two-way HGV movements per day from the wider network to/from the Integrated Reinforcement Yard. In addition, there is forecast to be 122 two-way HGV movements per day between LEEIE and TCA associated with the Integrated Reinforcement Yard. There is also forecast to be 24 two-way AIL movements per day between LEEIE and TCA associated with the Integrated Reinforcement Yard.

2.3 Marine Tunnelling Segment Storage Yard

2.3.1 The marine tunnelling strategy for Sizewell C involves manufacturing precast tunnel segments for the SZC tunnels at an existing precast factory at Avonmouth docks, in Bristol, which was previously used for the Hinkley Point C project. The tunnel segments will be transported to SZC by rail to minimise the number of HGV trips.

2.3.2 The MTSS yard does not form part of the NMC application, but it is intended to be in use from October 2028 until the tunnels are completed, approximately 4 years later, so its operation will coincide with that of the Integrated Reinforcement Yard. The cumulative effects have therefore been considered in this report.

2.3.3 It is understood that the importation of tunnel segments is likely to require two train movements per week at peak, with one train likely to be present at the LEEIE at any one time. The use of the LEEIE railhead beyond the opening of the Green Rail Route, as was envisaged at the time of the DCO, forms part of Change 2 within the NMC application.

2.3.4 The construction of the MTSS Yard is expected to take 12 months and be operational from October 2028.

2.3.5 There is forecast to be an average of 15 and peak of 25 workers associated with the construction of the MTSS Yard.

2.3.6 Once operational, the MTSS Yard is expected to have 42 workers working a day shift. Night shift working has been considered in case of maintenance works and for emergency deliveries, with up to 8 workers working at night when required.

2.3.7 During the construction and operational phase of the MTSS Yard it is proposed for workers to be bussed to LEEIE from the SZC northern and southern park and ride facilities and direct buses. No car parking spaces are proposed for workers of the MTSS Yard during the construction and operation of the Revised Construction Use.

2.3.8 In terms of HGV movements, it is forecast that there would be an average of 20 two-way HGV movements per day and a peak of 50 two-way HGV movements per day and 2 AIL two-way movements per day associated with the construction of the MTSS Yard.

2.3.9 Once operational, there is forecast to be 10 two-way HGV movements per day from the wider network to/from the MTSS Yard. In addition, there is forecast to be 48 two-way HGV movements per day and 12 two-way AIL movements between LEEIE and the TCA associated with the MTSS Yard.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

3 Legislation, Policy and Guidance Review

3.1 Legislation and Planning Policy

3.1.1 Overarching legislation and policy of relevance to the Sizewell C Project across disciplines was set out in Volume 1, Chapter 3 of the ES, with details relevant to transport summarised in Volume 2, Chapter 10 of the ES.

3.1.2 Since the original ES was undertaken, some legislation, policy and guidance has been updated and new legislation, policy and guidance has been introduced/adopted. An overview is provided in the Environmental Compliance Report.

3.1.3 A summary of new/amended planning policy and guidance relevant to transport is presented in this section.

3.2 National Policy and Guidance

3.2.1 The following updates have been made to national policy and guidance since the ES (as amended) was produced:

- Overarching National Policy Statement for Energy (NPS EN-1) adopted July 2011: Revised December 2025
- National Policy Statement for Nuclear Power Generation (NPS EN-6) Volumes I and II was adopted July 2011, however the Department for Energy Security and Net Zero published NPS EN-7 in December 2025 which will have effect for nuclear power stations expected to deploy beyond 2025.
- National Planning Policy Framework (NPPF), February 2019: An updated NPPF was published in December 2024. In December 2025 consultation was launched on a revised NPPF. The consultation closed on 10 March 2026.
- Institute of Sustainability and Environmental Professionals (ISEP) (formerly known as IEMA)) Guidelines: Environmental Assessment of Traffic and Movement (2023).

3.3 Local Policy and Guidance

3.3.1 The following updates have been made to local policy and guidance since the ES (as amended) was drafted:

- Previous plans and policies in East Suffolk were superseded on 23rd September 2020 with the adoption of the East Suffolk Council – Suffolk Coastal Local Plan.
- Suffolk Guidance for Parking (2015) was updated in May 2019 and October 2023.
- Suffolk Local Transport Plan 2011-2031 was replaced by Suffolk's Local Transport Plan 2025-2040.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

4 Baseline Review

4.1.1 Excluding changes associated with the commencement of the construction of Sizewell C, the baseline conditions for transport within the area surrounding LEEIE remain consistent with those assessed in Volume 2, Chapter 10 of the ES.

4.1.2 There are no material changes to the pedestrian and cycle facilities or public transport within the area surrounding LEEIE. The highway network within the area surrounding LEEIE is largely consistent with that described in the ES except for:

- a new priority junction on King George's Avenue, which provides access to LEEIE;
- temporary accesses on Lover's Lane providing access to the TCA and construction compounds;
- temporary traffic management at various locations on the highway network in the vicinity of LEEIE as part of the construction of the Sizewell C transport improvements consented in the DCO; and
- temporary speed limits on Lover's Lane and B1122.

4.1.3 The ES summarised the personal injury collision (PIC) data for the 5 year period from 2014 to 2019. A review of the latest PIC data in the vicinity of LEEIE since 2019 has been undertaken and the only significant change is a fatality on Lover's Lane in April 2021 in the vicinity of the junction for Bridleway 19 and Kenton Hills car park, which involved a single car proceeding around the bend and colliding into a tree. This fatal PIC was prior to the commencement of construction of the Sizewell C project and, since then, a temporary reduction in speed limit on Lover's Lane has been implemented.

4.1.4 The ES summarised the sensitivity of road links in the vicinity of LEEIE. The approach to defining sensitivity of receptors was agreed with the local highway authority, Suffolk County Council (SCC), and was based on consideration of aspects such as amenities on the road link such as schools, care homes, shops etc. and infrastructure for pedestrians along the link and public rights of way intercepting the road. The sensitivity of the links in the vicinity of LEEIE is considered to remain unchanged from the ES.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

5 Assessment of Effects

5.1 Revised Construction Works Effects

5.1.1 The Revised Construction Works will be during the 'Early Years' of Sizewell C, which is defined for freight traffic as the construction period up until the Sizewell Link Road and Two Village Bypass are available for use.

5.1.2 Table 5-1 below summarises the traffic flows for LEEIE that formed the basis of the ES transport assessment of the Early Years. Some of the vehicle movements are local to LEEIE (such as HGVs between LEEIE and TCA and buses between LEEIE and TCA/MCA), whilst other vehicle movements are from the wider highway network (e.g. A12 and beyond) to the MDS (LEEIE/TCA/MCA).

5.1.3 Heavy Duty Vehicles (HDVs) from the wider network to/from the MDS, via the B1122 through Middleton and Theberton, are capped during the Early Years at 658 two-way HDV movements per day Monday-Friday and 500 two-way HDV movements on a Saturday. This was previously 600 Monday-Friday, however a change to 658 was agreed via the TRG in February 2026. Some of these HDVs included in the Early Years HDV cap would route from the wider network to/from LEEIE. The Early Years HDV cap is secured via the DCO Construction Traffic Management Plan (CTMP).

Table 5-1: Consented DCO Traffic Flows (Daily)– LEEIE – Early Years SZC

Vehicle/Movement Type	Trip origin / destination	Vehicle Movements		
		In	Out	Two-Way
Cars to/from LEEIE park and ride	Wider network	435	435	870
Cars to/from caravan park (non-work trips)	Wider network	221	221	442
Buses between LEEIE and the TCA and MCA	Lover's Lane only	90	90	180
HGVs between LEEIE and TCA	Lover's Lane only	140	140	280
Total		886	886	1,772

5.1.4 During the Revised Construction Works, there will be a peak of 145 workers per day. This is made up of 120 workers associated with the Integrated Reinforcement Yard and 25 workers associated with the MTSS Yard.

5.1.5 The Revised Construction Works will not change the peak number of HDVs allowed under the HDV cap to travel to/from the MDS (LEEIE/TCA/MCA) and the wider road network. There will however be changes in traffic flows for worker vehicle movements on the wider road network.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

5.1.6 It is proposed that during the Revised Construction Works, all workers will be transported on 65-seater buses from the SZC northern and southern park and ride facilities and via direct buses. For the purposes of this assessment, it has been assumed that the buses would operate at 85% capacity, which equates to 56 workers per bus. This would require 12 two-way bus movements (e.g. 3 buses with passengers inbound and 3 buses outbound in the AM period and vice versa in the PM period). These 12 bus movements from the wider network to/from LEEIE would be included in the Early Years HDV cap of 658 two-way HDVs on the B1122 through Middleton Moor and Theberton.

5.1.7 It is forecast that there would be an average of 16 two-way HGV movements per day and a peak of 40 two-way HGV movements per day associated with the construction of the Integrated Reinforcement Yard. It is forecast that there would be an average of 20 two-way HGV movements per day and a peak of 50 two-way HGV movements per day, and 2 AIL two-way movements per day associated with the construction of the MTSS Yard. The HGV movements would be included in the Early Years HDV cap of 658 two-way HDVs on the B1122 through Middleton Moor and Theberton. The 140 HGVs per day (280 two-way) between LEEIE/TCA as assessed in the ES under the Early Years would remain unchanged, and that the Revised Construction Works HGVs would be within this number.

5.1.8 A breakdown of the estimated proposed traffic flows to/from LEEIE associated with the Revised Construction Works is shown in Table 5-2 below.

Table 5-2: Proposed Traffic Flows (Daily) – LEEIE – During the Revised Construction Works (assumed to be during Early Years of SZC)

Vehicle/Movement Type	Trip origin / destination	Vehicle Movements		
		In	Out	Two-Way
Cars to/from LEEIE park and ride	Wider network	435	435	870
AILs from wider network to LEEIE	Wider network	1	1	2
Buses between LEEIE and the TCA and MCA	Lover's Lane	90	90	180
HGVs between LEEIE/TCA	Lover's Lane	140	140	280
TOTAL		666	666	1,332

5.1.9 The net change in forecast traffic flows to/from LEEIE as a result of the Revised Construction Works is summarised in Table 5-3 below.

Table 5-3: Net Traffic (Daily) – During the Revised Construction Works (assumed to be during Early Years of SZC)

Vehicle/Movement Type	Trip origin/ destination	Vehicle Movements		
		In	Out	Two-Way
Cars (as a result of the removal of the caravan park from LEEIE)	Wider network	-221	-221	-442
Cars to/from LEEIE park and ride	Wider network	0	0	0
AILs from wider network to LEEIE	Wider network	1	1	2
Buses between LEEIE and the TCA/MCA	Lover's Lane	0	0	0
HGVs between LEEIE/TCA	Lover's Lane	0	0	0
TOTAL		-220	-220	-440

5.1.10 It can be seen from Table 5-3 that there would be a net reduction in traffic to/from the LEEIE as a result of the Revised Construction Works. This is as a result of the removal of the caravan park on LEEIE.

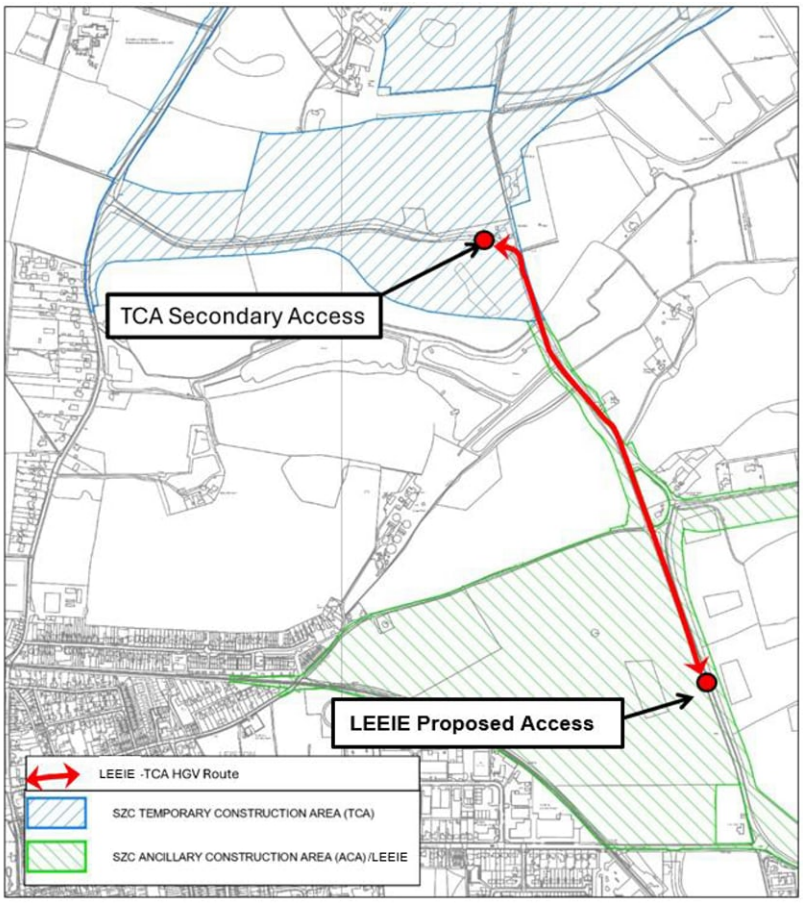
5.2 Revised Construction Activity Effects

5.2.1 The operation of the Revised Construction Use ("Revised Construction Activity") will be during the 'Peak Construction' of Sizewell C, once the Sizewell Link Road and Two Village Bypass are operational.

5.2.2 HGVs from the wider network to/from the MDS, via the Sizewell Link Road, are capped during the peak construction at 700 two-way HGV movements per day Monday-Friday and 500 two-way HGV movements on a Saturday. Some of these HGVs included in the Peak Construction HGV cap would route to/from LEEIE. The peak construction HGV cap is secured via the DCO CTMP. There will however be changes in traffic flows for worker vehicle movements on the wider road network and for HGV movements between LEEIE and the TCA along Lover's Lane associated with the Revised Construction Use, which covers approximately 1km of Lover's Lane as shown in Figure 5-1.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Figure 5-1: Route between LEEIE and TCA



5.2.3 Table 5-4 below summarises the traffic flows for LEEIE that formed the basis of the ES transport assessment of the Peak Construction phase of Sizewell C.

Table 5-4: Consented DCO Traffic Flows (Daily) – LEEIE – Peak Construction SZC

Vehicle/Movement Type	Trip origin / destination	Vehicle Movements		
		In	Out	Two-Way
Cars to/from LEEIE park and ride	Wider network	435	435	870
Cars to/from caravan park (non-work trips)	Wider network	100	100	200
Buses between LEEIE and the TCA and MCA	Lover's Lane	90	90	180
HGVs between LEEIE and TCA	Lover's Lane	70	70	140
Total		695	695	1,390

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

5.2.4 During the Revised Construction Activity, there are expected to be up to 151 additional workers. These are workers associated with the Steel Cut and Bend Facility (101) and MTSS Yard (50). Workers associated with the Assembly Area and supporting facilities and infrastructure were already accounted for in the DCO as being sited at the TCA.

5.2.5 Once operational, the Steel Cut and Bend Facility is expected to have 67 workers during the day shift and 34 workers during the night shift, with a total of 101 workers.

5.2.6 Once operational, the MTSS Yard is expected to have 42 workers working a day shift. Night shift working has been considered in case of maintenance works and for emergency deliveries, with up to 8 workers working at night when required.

5.2.7 It is proposed that during the Revised Construction Activity all workers will be transported on 65-seater buses from the SZC northern and southern park and ride facilities and via direct buses. For the purposes of this assessment, it has been assumed that the buses would operate 85% capacity (which equates to 56 workers per bus) during the Revised Construction Activity. This would require 12 two-way bus movements (e.g. 3 buses with passengers inbound and 3 buses outbound in the AM period and vice versa in the PM period) to cater for the net increase in workers. The 12 two-way bus movements would be in addition to the park and ride and direct buses assessed in the ES routing along the A12 and Sizewell Link Road during peak construction of Sizewell C.

5.2.8 Once operational, there is forecast to be 38 two-way HGV movements per day from the wider network to/from the Integrated Reinforcement Yard. In addition, there is forecast to be 122 two-way HGV movements per day and 24 two-way AIL movements per day between LEEIE and TCA associated with the Integrated Reinforcement Yard.

5.2.9 Once operational, there is forecast to be 10 two-way HGV movements per day from the wider network to/from the Marine and Tunnelling Storage Yard. In addition, there is forecast to be 48 two-way HGV movements per day and 12 two-way AIL movements between LEEIE and TCA associated with the MTSS Yard.

5.2.10 In total, the Revised Construction Activity would generate 48 two-way HGV movements per day from the wider network to/from LEEIE. These HGV movements would be included in the Peak Construction HGV cap of 700 two-way HGVs on the Sizewell Link Road and there would therefore be no net increase in HGVs on the wider network as a result of the Revised Construction Activity.

5.2.11 The ES assessed 140 two-way HGV movements per day between LEEIE and TCA during Peak Construction of SZC. Unrelated to the Revised Construction Use, there is now only proposed to be 36 two-way HGV movements per day between the LEEIE/TCA during peak construction rather than 140 two-way HGV movements per day assessed in the ES. The Revised Construction Use would generate 170 two-way HGVs and 36 two-way AILs per day between LEEIE and TCA. There would therefore be a total of 206 two-way HGV movements per day between LEEIE and TCA (36 + 170), plus 36 two-way AILs, resulting in 242 two-way movements in total.

5.2.12 A breakdown of the estimated proposed traffic flows to/from LEEIE associated with the Revised Construction Activity is shown in Table 5-5 below.

Table 5-5: Proposed Traffic Flows (Daily) – LEEIE – During Revised Construction Activity (assumed to be during peak construction SZC)

Vehicle/Movement Type	Trip Origin / Destination	Vehicle Movements		
		In	Out	Two-Way
Cars to/from LEEIE park and ride	Wider network	435	435	870
Buses (to/from park and ride – additional workers)	Wider network	6	6	12
Buses between LEEIE and the TCA and main MCA	Lover's Lane	90	90	180
HGVs between LEEIE/TCA	Lover's Lane	103	103	206
AILs between LEEIE/TCA	Lover's Lane	18	18	36
TOTAL		652	652	1,304

5.2.13 The net change in forecast traffic flows to/from LEEIE as a result of Revised Construction Activity is summarised in Table 5-6 below.

Table 5-6: Net Traffic (Daily) –During the Revised Construction Activity (assumed to be during peak construction SZC)

Vehicle/Movement Type	Trip origin/ destination	Vehicle Movements		
		In	Out	Two-Way
Cars (removal of the caravan park from LEEIE)	Wider network	-100	-100	-200
HGVs from wider network to MDS (LEEIE/TCA/MCA)	Wider network	0	0	0
Buses from the wider network LEEIE	Wider network	6	6	12
Buses between LEEIE and the TCA/MCA	Lover's Lane	0	0	0
HGVs between LEEIE/TCA	Lover's Lane	33	33	66
AILs between LEEIE/TCA	Lover's Lane	18	18	36
TOTAL		-43	-43	-86

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

5.2.14 It can be seen from Table 5-6 that there would be a net reduction in traffic to/from the LEEIE as a result of the Revised Construction Use. This is as a result of the removal of the caravan park on LEEIE. There would be a net increase in HGVs (+66 two-way HGVs per day) and AILs (+36 two-way AILs per day) between LEEIE and TCA as a result of the Revised Construction Use.

5.3 Effects of decommissioning the Revised Construction Use

5.3.1 The effects of decommissioning the Revised Construction Use are expected to be equal to or less than the Revised Construction Works, and therefore this is not assessed further.

5.4 HGV Timings

a) Revised Construction Works

5.4.1 HGV deliveries during the Revised Construction Works will adhere to the HGV timings secured within the DCO CTMP, which are as follows:

- Monday to Friday: During the Early Years, there must be no HGVs associated with Sizewell C routing through Theberton and Middleton Moor on the B1122 after 23:00 and before 07:00. In addition, throughout the entire construction period there must be no HGVs associated with Sizewell C routing on the HGV routes within the Suffolk boundary north of the A12/A14 Seven Hills junction after 00:00 and before 06:00. HGVs between LEEIE and the secondary site access must be limited to arrive at the main development site between the hours of 07:00-21:00. The latest departure of Sizewell C HGVs from the main development site must be 23:00.
- Saturdays: Sizewell C HGVs must be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C HGVs from the main development site must be 14:00. In addition, throughout the entire construction period there must be no HGVs associated with Sizewell C routing on the HGV routes within the Suffolk boundary north of the A12/A14 Seven Hills junction after 00:00 and before 06:00.
- Sundays and public holidays: There shall be no Sizewell C HGV movements to/from the main development site from the wider highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC. There must be no Sizewell C HGV movements on the local highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

b) Revised Construction Activity

5.4.2 HGV deliveries during Revised Construction Activity will adhere to the following HGV timings secured within the DCO CTMP, which are as follows:

- Monday to Friday: Throughout the entire construction period there must be no HGVs associated with Sizewell C routing on the HGV routes within the Suffolk boundary north of the A12/A14 Seven Hills junction after 00:00 and before 06:00. HGVs between LEEIE and the secondary site access must be limited to arrive at the main development site between the hours of 07:00-21:00. The latest departure of Sizewell C HGVs from the main development site must be 23:00.
- Saturdays: Sizewell C HGVs must be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C HGVs from

the main development site must be 14:00. In addition, throughout the entire construction period there must be no HGVs associated with Sizewell C routing on the HGV routes within the Suffolk boundary north of the A12/A14 Seven Hills junction after 00:00 and before 06:00.

- Sundays and public holidays: There shall be no Sizewell C HGV movements to/from the main development site from the wider highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC. There must be no Sizewell C HGV movements on the local highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

5.4.3 During the Revised Construction Activity there will be a need for HGVs and AILs to travel circa 1km along Lover's Lane between LEEIE and TCA (refer to **Figure 4-1**).

5.4.4 Of the 206 two-way HGV movements and 36 two-way AIL movements proposed to travel between LEEIE and TCA per day during the Revised Construction Activity, some are scheduled to do so outside of currently permitted hours as follows:

- **Integrated Reinforcement Yard** – seeking to route up to 28 HGV and/or AIL two-way movements per day between LEEIE and TCA, outside of permitted hours (i.e. overnight), Monday-Friday only.
- **MTSS Yard** – seeking to route up to 60 HGV and/or AIL two-way movements per day, seven days a week between LEEIE and TCA, but within the current Monday-Friday permitted hours, i.e. Saturday afternoons and Sundays (but not overnight on any day of the week).

5.4.5 The TRG is satisfied that these movements would not result in any new or materially different likely significant environmental effects to those assessed in the environmental information[1] and approved this minor variation to the CTMP on 22 October 2025.

5.5 HGV Routing

5.5.1 All HGV movements associated with the Revised Construction Use will adhere to the HGV Routes secured in the DCO CTMP. All deliveries will be booked into the Delivery Management System (DMS) and included in the TRG quarterly transport monitoring reports.

5.6 Review of Assessment of Effects and Significance

5.6.1 A review of the Transport Chapter of the ES has been undertaken (Environmental Statement, Volume 2, Chapter 10, Transport).

5.6.2 There will be a net reduction in traffic on the wider highway network to/from the LEEIE as a result of the Revised Construction Use and therefore the environmental transport effects will be the same or less than the ES.

5.6.3 During the Revised Construction Activity there will be an increase in HGV/AIL movements along 1km of Lover's Lane compared to the number of movements assessed in the ES of 66 HGVs and 36 AILs per day, resulting in 206 two-way HGVs and 36 two-way AILs per day. It should be noted that there would be fewer HGV and AIL movements between LEEIE and TCA during the Revised Construction Activity

compared to what has been assessed in the ES for the DCO Early Years and Revised Construction Works (280 two-way HGVs per day).

5.6.4 The environmental transport effects of this increase in vehicles have been considered against the ES. As shown on Figure 10.7 of the ES , there are two sensitive receptors on Lover's Lane between LEEIE and TCA Secondary Access. These are:

- Link 3: Classified as "Medium" in terms of sensitivity to traffic flows as a result of public rights of way intercepting the road, a limited number of properties and narrow footway.
- Link 75: Classified as "Medium" in terms of sensitivity to traffic flows as a result of a public right of way intercepting the road.

5.6.5 The ES reported non-significant adverse effects on Lover's Lane for severance, amenity (total traffic change), pedestrian delay and fear and intimidation. The ES only reported significant adverse effects on Lover's Lane for amenity as a result of the increase in HGVs. The above have been re-assessed taking into account the additional HGV and AIL movements that are predicted to use Lover's Lane as a result of the Revised Construction Use.

- Fear and intimidation has been re-assessed, and there are no changes to the level of impacts predicted compared to that assessed in the ES.
- Pedestrian delay has been re-assessed, and there are no changes to the level of impacts predicted compared to that assessed in the ES.
- Amenity (total traffic change) has been re-assessed, and there are no changes to the level of impacts predicted compared to that assessed in the ES.
- Severance has been re-assessed, and there are no changes to the level of impacts predicted compared to that assessed in the ES.

5.6.6 Overall, it is concluded that the Revised Construction Use would not change the conclusions of the ES.

5.6.7 Therefore, there will be no change of effects compared to those assessed in the ES with regard to transport. Accordingly, there are no new or materially different likely significant transport effects to those described in the ES as a result of the Revised Construction Use.

5.7 Review of Mitigation Measures

5.7.1 The mitigation measures included in the ES for Lover's Lane were a temporary 30mph speed limit and upgrade to Bridleway 19, which routes along Lover's Lane. In addition, traffic is to be managed through the DCO CTMP and Construction Worker Travel Plan (CWTP).

5.7.2 The temporary 30mph speed limit has been implemented. The upgrade to Bridleway 19 is currently being implemented.

5.7.3 It is considered that the mitigation measures would mitigate the effects of the Revised Construction Use.

5.8 Review of Residual Effects and Conclusion

5.8.1 The ES concluded that the mitigation measures would mitigate the significant adverse effects on Lover's Lane and the residual effects would be not significant. It is considered

that the residual effects of the Revised Construction Use would remain unchanged to the ES and there would not be any new or materially different likely significant transport effects to those described in the DCO environmental information as a result of the Revised Construction Use.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

ANNEX B – NOISE AND VIBRATION ASSESSMENT

Sizewell C Limited. Registered in England and Wales. Registered No. 6937084. Registered office: 25 Copthall Avenue, London EC2R 7BP

Contents

Acronyms and Abbreviations 1
1 Introduction 3
1.1 Overview 3
1.2 Scope 3
2 Overview of Changes 5
2.2 Integrated Reinforcement Yard 5
2.3 Marine Tunnelling Segment Storage Yard 8
2.4 Road Traffic Movements 9
2.5 Railway Movements 10
2.6 Other Information 10
3 Legislation and Planning Policy Review 13
3.1 Planning Policy 13
3.2 Noise and Vibration Assessment Methods 15
3.3 Construction Impact Thresholds 16
3.4 Road Traffic Noise Impact Thresholds 18
3.5 Railway Noise Impact Thresholds 18
3.6 Receptor Sensitivity 19
3.7 Determination of Effect Significance 20
3.8 Noise Mitigation Scheme 21
3.9 Material Changes to a DCO 21
3.10 Other Controls 25
4 Existing Likely Significant Effects 26
4.1 Introduction 26
4.2 LEEIE Activities 26
4.3 Road Traffic Noise 28
4.4 Railway Noise and Vibration 29
5 Baseline Levels 30
5.2 DCO Measured Baseline Sound Levels 30
5.3 Post-Consent Baseline Information 31
6 Review of Assessment of Effects and Significance 33
6.1 Revised Construction Works 33
6.2 Revised Construction Activity 34
6.3 Road Traffic Noise 39
6.4 Railway Activity 40
6.5 Removal of the Revised Construction Use 41
7 Mitigation Measures 42
8 Conclusion 42
Annex A: Glossary 42
Annex B: Plans 46
Annex C: Frank Brazil Survey Details 52
Annex D: Operational Noise Modelling Details 55
Annex E: Assessment Information 57

Acronyms and Abbreviations

BMPs	Bespoke Mitigation Plans
CFA	Continuous Flight Auger
CoCP	Code of Construction Practice
CRTN	Calculation of Road Traffic Noise
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges (DMRB)
DoO	Deed of Obligation
ES	Environmental Statement
ESC	East Suffolk Council
FFSP	Formwork, Falsework, Scaffolding and Propping Systems
GRR	Green Rail Route
HPC	Hinkley Point C
LEEIE	Land East of Eastlands Industrial Estate
LOAEL	Lowest Observed Adverse Effect Level
M&T	Marine and Tunnelling
MCA	Main Construction Area
MCWC	Main Civil Works Contractor
MDS	Main Development Site
MEWPs	Mobile Elevating Work Platforms
MTSS	Marine Tunnel Segment Storage

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

NMC	Non Material Change
NMMPs	Noise Monitoring and Management Plans
NMS	Noise Mitigation Scheme
NPS	National Planning Statement
NPSE	Noise Planning Policy Statement for England
PAN	Planning Advice Note
PPG	Planning Practice Guidance
RNMP	Rail Noise Mitigation Plan
SOAEL	Significant Observed Adverse Effect Level
SZC	Sizewell C Limited
TBM	Tunnel Boring Machine
TCA	Temporary Construction Area

1 Introduction

1.1 Overview

1.1.1 Sizewell C Limited ('SZC') is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft and to the north-east of the town of Leiston.

1.1.2 Consent to construct the power station is provided through 'The Sizewell C (Nuclear Generating Station) Order 2022' ('the DCO').

1.1.3 Requirement 13 in Schedule 2 to the DCO provides that construction works carried out as part of the authorised development must be carried out in accordance with the Construction Method Statement and the Construction Parameter Plans listed in the requirement unless otherwise approved by East Suffolk Council ('ESC').

1.1.4 At the time of the grant of the DCO, it was envisaged that the Land East of Eastlands Industrial Estate ('LEEIE') would be used as a caravan park and associated works. This is secured as Zone C13 in the Construction Method Statement and Construction Parameter Plans. The proposed change from a caravan park to an Integrated Reinforcement Yard is Change 1 in this application.

1.1.5 Use of the LEEIE railhead, through which construction material such as tunnel segments would be delivered, is considered in this appraisal. Extending the period of use of the LEEIE railhead, such that it is operational simultaneously with the Temporary Construction Area railhead, is Change 2 in this application. The LEEIE railhead is already under construction.

1.1.6 To handle delivery of the tunnel segments at LEEIE, SZC also intends to construct and operate a Marine Tunnel Segment Storage ('MTSS') yard in Zone C14 of the LEEIE. The physical machinery associated with the MTSS yard is not considered to be a change and does not form part of the NMC application as it falls within the approved parameters. However, for completeness, the potential combined effects of using the MTSS yard with the Integrated Reinforcement Yard and operation of the LEEIE railhead are considered in this appraisal.

1.1.7 The following terms are used in this appraisal:

- "Revised Construction Use": the Integrated Reinforcement Yard, MTSS Yard and extended use of the LEEIE railhead;
- "Revised Construction Works": construction of the Integrated Reinforcement Yard and MTSS Yard,
- "Revised Construction Activity": operation of the Revised Construction Use.
- "Previously Anticipated Construction Use": Uses described for Zones C13 and C14 within the Construction Method Statement.

1.2 Scope

1.2.1 This *Noise and Vibration Appraisal* considers the potential for the Revised Construction Use to give rise to new or materially different likely significant effects

from those set out in the submitted assessments for the DCO. A summary of the likely significant effects identified in the submitted assessments is included in this *Noise and Vibration Appraisal*.

1.2.2 The Revised Construction Use is assessed in this *Noise and Vibration Appraisal* on the same basis as the Previously Anticipated Construction Use for the LEEIE, as set out in Book 6, Volume 2, Chapter 11 of the Environmental Statement ('the MDS ES'), i.e. as a construction activity that forms part of a wider construction project. The Revised Construction Use continues to form part of the wider Sizewell C construction site and has the sole purpose of supporting the construction of the power station. Assessing the effects of the Revised Construction Use on the same basis as the assessment that was undertaken in the DCO environmental information allows the Secretary of State to more effectively undertake a comparative exercise and thereby be satisfied that there are no materially new or materially different significant environmental effects to those assessed in the DCO environmental information.

1.2.3 This *Noise and Vibration Appraisal* also refers to:

- Book 6, Volume 9, Chapter 4 of the ES on the effects of railway noise and vibration ('the rail ES'), associated with the use of the Saxmundham to Leiston branch line; and
- The road traffic noise assessment elements of the MDS ES, relating to existing roads around the LEEIE.

1.2.4 Whilst reasonable efforts have been made to produce a report that is easy to understand, it is technical in nature. To assist the reader, an introduction to noise and an explanation of the terminology used in this report are contained in Annex A.

1.2.5 The *Noise and Vibration Appraisal* is structured as follows:

- Section 2 summarises the Revised Construction Use relevant to the *Noise and Vibration Appraisal.*
- Section 3 identifies the legislation, policy and guidance relevant to the *Noise and Vibration Appraisal.*
- Section 4 describes the existing likely significant effects identified in the submitted assessments for the Previously Anticipated Construction Use for the DCO.
- Section 5 describes the baseline conditions at and around the LEEIE.
- Section 6 provides a review of the assessment of effects and significance for the Revised Construction Use.
- Section 7 describes recommended mitigation for the Revised Construction Use.
- Section 8 provides the conclusions of the *Noise and Vibration Appraisal.*

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

2 Overview of Changes

2.1.1 As described in detail in the Environmental Compliance Report, revised Construction Method Statement, and Main Development Site Construction Parameter Plans – Key Plan (SZC-SZ0100-XX-100-DRW-100046), (Rev 07) Sheet 3 (SZC-SZ0100-XX-100-DRW-100094) (Rev 04), the Revised Construction Use is different to the Previously Anticipated Construction Use, introducing several temporary facilities, activities and structures within the LEEIE.

2.1.2 The Revised Construction Use is intended to be carried out in the manner shown on the revised Construction Parameter Plans submitted with this NMC application, which set a number of variables for the works on the LEEIE, including the maximum height of any structures. Notwithstanding the inherently flexible nature of a parameters plan-based approach, the form of much of the Revised Construction Use is known, as it is determined by the operational requirements of the activities.

2.1.3 The illustrative site layout considered in this Noise and Vibration Appraisal is contained as Figure B.1 in Annex B.

2.1.4 A description of the key elements of the Revised Construction Use that relate to the assessment in this Noise and Vibration Appraisal are set out in the following sections.

2.2 Integrated Reinforcement Yard

2.2.1 The Integrated Reinforcement Yard will include the following:

- An internal Steel Cut and Bend Facility, housing the machinery to cut and bend reinforcement bars.
- An Assembly Area, containing multiple smaller internal workshop facilities, including for joinery, metal working (including fabrication and assembly), and the preparation, repair and maintenance of formwork panels, falsework systems, scaffolding and propping systems.
- Supporting facilities and infrastructure include welfare, safety, security, substations, logistics, scheduling, HGV trailer parking and circulation space.

2.2.2 The details set out in the following paragraphs have been informed by an iterative noise assessment process, whereby certain aspects of the Revised Construction Use have been enhanced beyond typical mitigation levels to better control noise emissions. Examples include the sound reduction properties required of external building fabric materials, internal partitioning, and the timing of door openings for the Steel Cut and Bend Facility and Assembly Area workshops.

2.2.3 The Steel Cut and Bend Facility will be steel-framed with external building fabric materials that provide a sound reduction performance of 40 dB R_w for the walls and roof. The need for rooflights has been removed, a decision informed in part by the poorer acoustic performance of rooflights. The roller shutter doors will provide a sound reduction of 15 dB R_w when closed and 0 dB when open.

2.2.4 The eastern end of the Steel Cut and Bend Facility building will be located no less than approximately 110m (straight line distance) from the nearest residential receptor and the western end will be no less than approximately 250m (straight line distance) from the nearest residential receptor. Raw materials will be brought to site either by rail or by road, and will be delivered to the Steel Cut and Bend Facility via roller shutter doors located at its eastern and western ends.

2.2.5 The roller shutter doors at the eastern and western ends of the building will remain open all day (07:00 to 23:00 hours), and will be closed all night (23:00 to 07:00 hours). During daytime peak activities (between 07:00 and 23:00 hours), there will be up to six HGV deliveries per hour to the western end of the Steel Cut and Bend Facility, and up to four per hour to the eastern end. There will be no deliveries at night (23:00 to 07:00 hours).

2.2.6 The machinery within the Steel Cut and Bend Facility will include:

- gantry cranes fitted with magnetic lifting beams to move the reinforcement bars from incoming trailers to an internal racking system and then move the bars from the racking system to the internal production line;
- shears to cut the bars to length;
- bending tables to bend the bars to the required shapes; and
- lifting machinery to move the cut and bent bars ready for movement out of the building.

2.2.7 The movement of steel bars by the internal gantry crane will be strictly controlled through the adoption of a safe system of work, which will be enforced through an updated version of the MDS Noise Monitoring and Management Plan ('NMMP'). The controls will include:

- when picking up bars or bundles of bars, the magnet must be in contact with the rebar before the magnet is engaged to eliminate flying bars; and
- when releasing bars or bundles of bars, the stock was must be placed in the intended location before the magnet is disengaged to avoid drops.

2.2.8 Cut and bent bars will be moved from within the Steel Cut and Bend Facility on trailers using shunters (also known as tugs), which will be either diesel or electrically-powered; access to the cut and bend building will be provided via roller shutter doors located on the northern and southern side of the building. Access via the northern roller shutter door will only be permitted for electric shunters, and only during daytime hours. The northern roller shutter door will be closed at night (23:00 to 07:00 hours).

2.2.9 It is assumed that at peak, there will be up to five shunter movements per hour, day and night, with either electric or diesel shunters used, or a combination of the two.

2.2.10 The northern access door will be open for up to 50% of the time during the day (07:00 to 23:00 hours) to permit electric shunters to enter the building; this is based on the door being open for a maximum of 6 minutes for each of the five shunters that will enter per hour at peak activity. The northern access door will be closed all night (23:00 to 07:00 hours) and no access will be permitted via the northern door at those times.

2.2.11 The southern access door will be open or closed as follows:

- open for up to 50% of the time during the day (07:00 to 23:00 hours) where electric shunters are used;
- open up to all of the day (07:00 to 23:00 hours) where diesel shunters are used; and
- open up to all night (23:00 to 07:00 hours) irrespective of the shunter type.

2.2.12 The reverberant sound levels within the Steel Cut and Bend Facility will be in the region of 95 dB(A) in the noisiest areas when all of the machinery is in use. This is based on measurements at a similar cut and bend facility operated by Frank Brazil in Canvey Island, as summarised in Annex C, adjusted to account for the dimensions of the Revised Construction Use.

2.2.13 Detailed modelling has been carried out of the internal space within the Steel Cut and Bend Facility, to better represent the way sound is expected to spread when the facility operates.

2.2.14 The internal space has been modelled using the software CadnaR, which implements a particle model of the space, taking account of the sound levels of the various pieces of machinery, their locations, the absorption coefficients of internal surfaces, the presence of partitions between spaces, and the volume of the building. The various modelling variables are set out in Annex D.

2.2.15 Internal partitioning is proposed in five locations within the Steel Cut and Bend Facility, constructed using large, ceiling hung insulated vinyl (or similar) strip curtains. While the material used in these curtains can achieve a reasonable sound reduction of approximately 20 dB R_w, it is assumed that they will only provide a sound reduction of 7 dB R_w due to their hanging strip configuration, which may leave gaps at times or when access is required.

2.2.16 The use of industrial curtain partitions will 'zone' the Steel Cut and Bend Facility into three broad areas, where sound levels will be up to 95 dB at the western end of the building, up to 80 dB in the centre of the building, and up to 90 dB at the eastern end of the building. The zones within the building and the sound reduction performances of the industrial curtain partitions are set out in Annex D.

2.2.17 The amount of noise breaking-out from within the Steel Cut and Bend Facility has been determined using the software CadnaB, using the calculation methods set out in BS EN ISO 12354: 2017 parts 1 to 4[1]. The sound reduction performances of the walls, roof, and doors of the Steel Cut and Bend Facility are set out in Annex D.

2.2.18 The noise assessment is based on 30 no. two-way forklift movements per hour in the external assembly area during the daytime (07:00 to 23:00 hours) to move material to/from trailers and the workshops. No movements will occur at night (23:00 to 07:00 hours).

2.2.19 This *Noise and Vibration Appraisal* is based on up to 24 no. HGV movements per hour to/from the TCA during the daytime (07:00 to 23:00 hours) and up to 12 no. HGV movements to/from the TCA per hour at night (23:00 to 07:00 hours). These peak hourly values are considered to be conservative, with the number of HGV movements between the LEEIE and the TCA likely to be considerably lower.

2.2.20 Where the reinforcement bars are brought to site by rail, one train per week is assumed.

2.2.21 Workshops will be erected on the external Assembly Area, and all works will take place within the buildings; the external areas will be used for storage only. Noise-generating activities will only be carried out in the workshops between 07:00 and 19:00

[1] BS EN ISO 12354-1: 2017 Building acoustics - Estimation of acoustic performance of buildings from the performance of elements Part 1: Airborne sound insulation between rooms, Part 2: Impact sound insulation between rooms, Part 3: Airborne sound insulation against outdoor sound, and Part 4 Transmission of indoor sound to outside

hours, and the workshops will be no closer than 80 m from the western edge of Lover's Lane.

2.2.22 The workshops will be steel-framed with external building fabric materials that provide a sound reduction performance of 25 dB R_w for the walls and 23 dB R_w for the roofs, which allows for the lower sound reduction performance of rooflights covering up to 15% of roof. Roller shutter doors will provide a sound reduction of 15 dB R_w when closed and 0 dB when open, although for the purposes of this assessment, it is assumed that the doors to each workshop will be open at all times as a worst-case.

2.2.23 It is understood that the reverberant sound levels within each workshop will be:

- joinery workshop: 80 dB(A);
- metal workshop: 85 dB(A);
- maintenance workshop (also known as formwork, falsework, scaffolding and propping systems ('FFSP') workshop): 75 dB(A).

2.2.24 While the current proposals show one tower crane operating during the daytime (07:00 to 23:00 hours) in the external Assembly Area, the modelling is based on up to four tower cranes, to provide some flexibility for future changes in operational requirements. Cranes would only be used where compliant with the exceptional height parameter on the Construction Parameter Plans.

2.2.25 These three potentially noise-generating workshops will be located in the western half of the external assembly area, as secured in the updated *Construction Method Statement*. The arrangement of workshops assessed in this *Noise and Vibration Appraisal* is illustratively shown in Figure B.1 in Annex B.

2.3 Marine Tunnelling Segment Storage Yard

2.3.1 The marine tunnelling strategy for Sizewell C involves manufacturing precast tunnel segments for the Sizewell C tunnels at an existing precast factory at Avonmouth docks, in Bristol, which was previously used for the Hinkley Point C project. The tunnel segments will be transported to Sizewell C by rail to minimise the number of HGV trips.

2.3.2 A number of segments combine to form one full ring for the Tunnel Boring Machine (TBM) to install as it advances, excavating the intake and outfall tunnels; the number of segments per ring varies between six segments per ring for the intake tunnel and seven segments per ring for the outfall tunnel.

2.3.3 Specialised craneage and lifting devices are required to minimise the risk of damaging the segments during the unloading process.

2.3.4 There is limited space available at the Launching Shaft Area within the MCA, and it is necessary to secure sufficient stock so that the TBM can maintain uninterrupted progress. The LEEIE is considered to be the only suitable area to store the precast segments within the MDS.

2.3.5 The MTSS yard does not form part of the NMC application as no change is required to the DCO or control documents to facilitate its delivery, but it is intended to be in use from October 2028 until the tunnels are completed, approximately 4 years later, so its

operation will coincide with that of the Integrated Reinforcement Yard. The cumulative effects have therefore been considered in this report.

2.3.6 It is understood that the importation of tunnel segments is likely to require two train movements per week at peak, with one train likely to be present at the LEEIE at any one time. The use of the LEEIE railhead beyond the opening of the Green Rail Route (GRR), as was envisaged at the time of the DCO, is included in the NMC application as Change 2.

2.3.7 The trains will be unloaded during the daytime only (07:00 to 23:00 hours), and it is understood that each train will take approximately 4 to 7 hours to unload.

2.3.8 The trains will be unloaded by electrically-powered gantry cranes, with two gantry cranes for unloading trains, and a third crane for moving segments from the storage area to HGV trailers for movement to the TCA. The gantry cranes will be fitted with broadband movement alarms for health and safety purposes, and the alarms will be adjustable so that their level can be set according to local circumstances to minimise off-site noise.

2.3.9 At peak, there will be up to ten daytime (07:00 to 23:00 hours) HGV movements per hour between the segment storage area and the TCA. There will be no HGV movements at night (23:00 to 07:00 hours).

2.3.10 The wagon types to be used to move tunnel segments is not yet known, however, it is understood that the wagons are highly likely to have bogie and suspension systems that are materially the same as those assessed in the submitted environmental information and the wagons will be carrying similar loads, in terms of their mass. There is expected to be no material difference in vibration levels from the tunnel segment trains relative to those assessed in the submitted environmental information and therefore the likelihood of scale of any likely significant effects will be no different.

2.3.11 The assessment assumes that there will be no activity within the MTSS yard at night, between 23:00 and 07:00 hours.

2.4 Road Traffic Movements

2.4.1 The number of HGV movements associated with the Revised Construction Works will be within the numbers assessed for the Previously Anticipated Construction Use, as assessed in the submitted environmental information at the time of the DCO. No further consideration is therefore required for this element of the Revised Construction Use.

2.4.2 The number of HGV movements associated with the Revised Construction Activity may be greater than was associated with the Previously Anticipated Construction Use, with up to an additional 102 no. movements per day travelling between the LEEIE and the TCA / MCA, via Lover's Lane. Of these 102 no. additional movements, up to 93 no. movements may occur in the daytime road traffic noise assessment period of 06:00 to 24:00 hours, and 24 no. may occur in the night-time road traffic noise assessment period of 23:00 to 07:00 hours.

2.4.3 Note that the two values do not add up to the total, as the assessment periods overlap, and the day and night periods for road traffic noise differ from those adopted throughout the rest of this report. The difference is due to the guidance document that informs the road traffic noise assessment adopting different hours to the guidance that informs the rest of the assessment.

2.5 Railway Movements

2.5.1 The assessment of rail noise and vibration impacts in the DCO environmental information was based on the use of the LEEIE temporary railhead until the GRR opened. The Revised Construction Use and the operation of the MTSS yard requires this railhead to be used for longer and this extended use has formed part of the consideration of potential materially new or materially different significant environmental effects in this appraisal.

2.5.2 The use of trains for the movement of tunnel segments, and for the Integrated Reinforcement Yard if applicable, will adhere to the operational controls set out in the Rail Noise Mitigation Plan ('RNMP'), originally approved by East Suffolk Council (ESC) under Requirement 39 of the DCO and an updated version of which is submitted with NMC1 for the approval of the Secretary of State, including the commitment to not exceed the maximum number of trains set out in Section 3.5 of the RNMP and to maintain the night-time Leiston restrictions for freight trains set out in Section 3.4 of the RNMP.

2.6 Other Information

2.6.1 Four acoustic barriers at the LEEIE were considered in the MDS ES, and SZC subsequently confirmed that all four of them would be installed at the site. At the time of writing, two barriers have been installed as set out in the MDS ES, and one has been partially installed:

- Barrier B6: an 'L'-shaped 3 m high bund in the north-eastern corner of the LEEIE, which has been constructed in part, with the north-south section complete;
- Barrier B7: a 5 m high barrier around the boundary of Crown Lodge, in the south-eastern corner of the LEEIE; and
- Barrier B8: a 5 m high barrier along the south-western edge of the LEEIE close to King George's Avenue at its southern end, to the rear of Eastlands Industrial Estate.

2.6.2 The remaining barrier, the 3 m high Barrier B5, will be installed once the groundworks that underpin it are largely complete.

2.6.3 Figure 11.4 from the MDS ES showing the barrier locations is included as Figure B.2 in Annex B.

2.6.4 The proposed NMC application will result in Barrier B6 being extended in both height and length, with a 2 m high fence installed on top of the 3 m high bund, and a 5 m high fence installed along the northern LEEIE boundary, as described within the revised Construction Method Statement and shown on the revised Construction Parameter Plan. The alignment is shown in Figure B.1 in Annex B.

2.6.5 The barrier will be imperforate, sealed at the base, and will have a superficial mass of at least 20 kg/sq.m.

2.6.6 Additional sound level data for HGVs, shunters and gantry cranes have been based on similar but unrelated developments, as set out in Table 2-1.

Table 2-1: Source data used in calculations, dB

Source	Distance (metres)	L_{AE}	L_{AFmax}
HGV air brakes	10	71	81
HGV start up	10	69	74
HGV reversing alarm	10	82	73
HGV pull away	10	81	74
HGV pull up	10	79	74
HGV drive by	10	80	71
Crane lowering container on to HGV in Bay	10	85	-(1)
Container down on to HGV trailer	10	92	-(1)
Crane disconnect and grabber backup	10	83	-(1)
Crane moving	10	80	-(1)
Grab lower and connect to trailer	10	86	-(1)
Crane lifting container from trailer	10	80	-(1)
Crane lift container from train	10	77	-(1)
Crane drop and disconnect container onto train	10	85	-(1)
Electric shunter pass-by no trailer(2)	10	74	72
Electric shunter pass-by with trailer(2)	10	78	78
Diesel shunter pass-by no trailer	10	79	72
Diesel shunter pass-by with trailer	10	83	78
Shunter dropping off-trailer	10	75	77
Shunter picking up trailer	10	87	92
Forklift pass-by	10	79	69

Source	Distance (metres)	L_{AE}	L_{AFmax}
Forklift moving stillage (inc rev alarm)	10	85	-(1)

Notes:

(1) – no L_{AFmax} data available, but activity not proposed at night. Data for a gantry crane handling containers, which is likely to be louder than a gantry crane handling concrete tunnel segments due to metallic and potentially resonant nature of container.

(2) – no robust data available for electric shunters, so electric shunters assumed to be 5 dB quieter when moving, based on comparison between diesel and electric buses.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

3 Legislation and Planning Policy Review

3.1 Planning Policy

3.1.1 At the time of the DCO, the relevant planning policy was contained in the July 2011 versions of the Overarching National Policy Statement ('NPS') for Energy (NPS-EN1) and the NPS for Nuclear Power Generation (NPS-EN6), although NPS-EN6 contained no specific policies on noise or vibration.

3.1.2 The key policy tests were contained in paragraph 5.11.9 of NPS-EN1, which stated:

> *"5.11.9 The IPC should not grant development consent unless it is satisfied that the proposals will meet the following aims:*
>
> - *avoid significant adverse impacts on health and quality of life from noise;*
> - *mitigate and minimise other adverse impacts on health and quality of life from noise; and*
> - *where possible, contribute to improvements to health and quality of life through the effective management and control of noise."*

3.1.3 NPS-EN1 was updated in December 2025 and retains the same tests as the previous version, which are now set out in paragraph 5.12.17:

> *"5.12.17 The Secretary of State should not grant development consent unless they are satisfied that the proposals will meet the following aims, through the effective management and control of noise:*
>
> - *Avoid significant adverse impacts on health and quality of life from noise;*
> - *Mitigate and minimise other adverse impacts on health and quality of life from noise; and*
> - *Where possible, contribute to improvements to health and quality of life through the effective management and control of noise."*

3.1.4 NPS-EN1 refers to the March 2010 Noise Policy Statement for England ('NPSE') as containing the Government's policy on noise. NPSE contains the following tests, which NPS-EN1 is aligned with:

> *"Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:*
>
> - *avoid significant adverse impacts on health and quality of life;*
> - *mitigate and minimise adverse impacts on health and quality of life; and*
> - *where possible, contribute to the improvement of health and quality of life."*

3.1.5 The planning tests in NPS-EN1 and the NPSE are often described as LOAEL and SOAEL, these being the lowest level at which an adverse effect on health and quality of life is observed (the lowest observed adverse effect level, or LOAEL), and the level

at which a significant adverse effect on health and quality of life is observed (the significant observed adverse effect level, or SOAEL).

3.1.6 It is important to recognise that the concept of the SOAEL, as used in NPS-EN1 and the NPSE, is different from the declaration of likely significant adverse effects in an Environmental Statement ('ES'), as referred to in the DCLG guidance.

3.1.7 The requirements for the ES are set out in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'), including for terrestrial noise effects. Schedule 4 Information for inclusion in environmental statements refers to:

> *"5. A description of the likely significant effects of the development on the environment resulting from, inter alia-*
>
> > *(a) the construction and existence of the development, including, where relevant, demolition works;*
> >
> > *(c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;*
> >
> > *(d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);*
> >
> > *(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;*
>
> *The description of the likely significant effects on the factors specified in regulation 5(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(1) and Directive 2009/147/EC(2).*
>
> *6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.*
>
> *7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phase."*

3.1.8 The method of identifying and quantifying the likely significant effects is not defined in the regulations; it is left to the assessor to define those methods.

3.1.9 Depending upon the classifications of effect adopted for the ES, it is possible that likely significant adverse effects may be declared, whilst noise levels remain below the SOAEL. This has been debated and established through the examination of other infrastructure projects, and through those decisions, it has been confirmed that the first aim of the NPSE / NPS EN-1 can be met even if significant adverse effects are identified in an ES, as long as the SOAEL is avoided[2]. Paragraph 1064 of the decision letter on the Cranford Agreement Appeal at Heathrow[3] confirmed:

> *"I do not equate the significant adverse effect identified in the ES with those that the NPSE seeks to avoid."*

3.1.10 This separation of SOAEL and EIA significance reflects the difference between the requirement set out in paragraph 7 of Schedule 4 of the EIA Regulations, where a description is required of measures to "avoid, prevent, reduce or, if possible, offset any identified significant adverse effects", and the requirement in policy to "avoid significant adverse impacts on health and quality of life from noise and mitigate and minimise other adverse impacts on health and quality of life from noise".

3.1.11 This separation of SOAEL and significant adverse effects is enshrined within the current Design Manual for Roads and Bridges ('DMRB') LA111 for road traffic noise, where SOAEL exists as an identifiable noise level and the significance of effects is aligned to changes in noise level as a separate consideration.

3.2 Noise and Vibration Assessment Methods

3.2.1 The guidance documents that informed the DCO remain valid for this Noise and Vibration Appraisal, namely:

- Parts 1 and 2 of British Standard 5228: 2009:A1: 2014[4] [5] ('BS 5228-1' and 'BS 5228-2')
- British Standard BS 6472-1: 2008[6] ('BS 6472')'
- British Standard BS 7385-2: 1993[7] (BS 7385');
- Design Manual for Roads and Bridges (DMRB)[8] ('DMRB');
- 'Calculation of road traffic noise'[9] ('CRTN').

[2] These decisions include in particular: Secretaries of State's Decision Letter and Statement of Reasons dated 12 September 2014, and Examining Authority's Recommendation Report dated 12 June 2014, in respect of the Thames Tideway Tunnel; and Secretaries of States Decision Letter dated 2 February 2017 and Inspector's Report dated 9 November 2015 in the appeal by Heathrow Airport Limited concerning the Cranford Agreement

3 Letter from Department for Communities and Local Government and Department of Transport dated 2nd February 2017, reference APP/R5510/A/14/2225774

[4] British Standard 5228-1: 2009+A1: 2014 *Code of practice for noise and vibration control on construction and open sites – Part 1: Noise*, BSi

[5] British Standard 5228-2: 2009+A1: 2014 *Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*, BSi

[6] British Standard BS 6472-1: 2008 *Guide to evaluation of human exposure to vibration in buildings Part 1: Vibration sources other than blasting*, BSi

[7] BS 7385: Part 2: 1993 *Evaluation and measurement for vibration in buildings - Part 2: Guide to damage levels from groundborne vibration*, BSi

[8] Design Manual for Roads and Bridges (DMRB), *LA111 Noise and Vibration* (2020), Highways England, Transport Scotland, The Welsh Government, The Department for Infrastructure (Northern Ireland)

[9] Department of Transport, Welsh Office (1988) *Calculation of Road Traffic Noise*, HMSO, London

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

3.2.2 Summaries of these documents can be found in Book 6, Volume 1, Appendix 6G of the ES, titled 'Noise and Vibration Legislation and Methodology' and are not repeated here.

3.2.3 ISO 9613-2: 1996 Acoustics – Attenuation of sound during propagation outdoors – Part 2 Engineering method of calculation ('ISO 9613') has been used for calculations of noise from the Revised Construction Activity, to be consistent with the approach set out in the ES. BS 5228-1 has been used for calculations of noise from the Revised Construction Works.

3.2.4 Calculations using ISO 9613 are based on individual noise sources acting as either point sources, where the noise level reduces by 6 dB for every doubling of distance, as line sources, where the noise level reduces by 3 dB for every doubling of distance or plane sources, where the noise level reduces by between 0 and 6 dB for every doubling of distance, depending on the dimensions of the plane source and the proximity of the receptor.

3.2.5 The calculations take into account the distance between the sources and the receptors and the amount of attenuation due to atmospheric absorption. The model assumes downwind propagation, i.e. a wind direction that assists the propagation of noise from the source to all receptors.

3.2.6 The inherent uncertainty in ISO 9613 is stated in the standard as being accurate to ±1 dB for distances of up to 100 metres with an average height of propagation of between 5 and 30 metres or ±3 dB for an average height of propagation of between zero and 5 metres, or ±3 dB for distances of between 100 metres and 1km, with an average height of propagation of up to 30 metres.

3.3 Construction Impact Thresholds

3.3.1 The noise assessment criteria adopted for the MDS, including the LEEIE, were set out in Table 11.2 of the MDS ES, and were different from those adopted elsewhere on the project due to the complexity of the works, the sensitivity of the surrounding area in ecological terms, and the 24 hour nature of the MDS construction works on the MDS. A full explanation was set out in Volume 1, Appendix 6G of the ES and the criteria are repeated in Table 3-1.

Table 3-1: Magnitudes of construction noise impact for the MDS, free-field dB (Table 11.2 in the MDS ES)

Sensitivity of receptor	Period	Magnitude of impact				Parameter
		Very low	Low	Medium	High	
High	Any	Bespoke assessment method to be used				
Medium	Day	Below baseline noise levels	Baseline noise levels	60	70	$L_{Aeq, 16h}$, dB
	Night			45	55	$L_{Aeq, 8h}$, dB
	Night	< 60	60	65	70	L_{Amax}, dB

Sensitivity of receptor	Period	Magnitude of impact				Parameter
		Very low	Low	Medium	High	
Low	Day	Below baseline noise levels	Baseline noise levels	60	70	$L_{Aeq, 16h}$, dB
	Night			45	55	$L_{Aeq, 8h}$, dB
Very low	Any	No assessment normally required				

3.3.2 The vibration construction criteria were the same as were adopted across the whole project, and were shown in Table 11.4 in the MDS ES, and are repeated in Table 3-2.

Table 3-2: Magnitudes of construction vibration impact for the MDS (day or night) (Table 11.4 in the MDS ES)

Sensitivity of receptor	Magnitude of impact				Parameter
	Very low	Low	Medium	High	
High	Bespoke assessment method to be used				
Medium and low	< 0.3	0.3	1	> 10	PPV mm/s
Very low	No assessment normally required				

3.3.3 For both construction noise and vibration, the impact is considered to have the potential to lead to significant effects, if the following durations are also met:

- 10 or more days or nights in any 15 consecutive days or nights; or
- A total number of days or nights exceeding 40 in any 6 consecutive months.

3.3.4 Due to uncertainties in the exact durations for the works, paragraph 11.3.45 of the MDS ES stated:

> *"Where an assessment conclusion identifies a significant effect, it is on the basis that the effect is assumed to meet both the noise level criteria and the duration criteria, unless otherwise stated. Where there is uncertainty as to whether the duration criteria will be met, a precautionary approach has been adopted and it is assumed that the works will continue for a sufficient period to meet the duration criteria."*

3.3.5 A similar approach was set out for construction vibration in paragraph 11.3.48 of the MDS ES.

3.4 Road Traffic Noise Impact Thresholds

3.4.1 The impact of changes in road traffic noise along existing roads was assessed against the criteria set out in Table 11.5 of the MDS ES for what were termed 'short-term' impacts during the construction of the project. The criteria are repeated here in Table 3-3.

Table 3-3: Magnitudes of changes in road traffic noise on existing roads due to SZC traffic (Table 11.5 in the MDS ES)

Magnitude of impact	Magnitude of change in road traffic noise level due to construction traffic (dB $L_{A10,18hr}$ or L_{night})
Major or high	Greater than or equal to 5.0
Moderate or medium	Greater than or equal to 3.0 and less than 5.0
Minor or low	Greater than or equal to 1.0 and less than 3.0
Negligible or very low	Less than 1.0

3.4.2 A second set of criteria were identified for what were termed 'long-term' impacts, relating to impacts during the use of the power station, once operational. These long-term criteria are not relevant to this Noise and Vibration Appraisal, as it relates to the construction period for the power station only, not its operational use.

3.5 Railway Noise Impact Thresholds

3.5.1 The method of assessing the use of the rail infrastructure was set out in Book 6, Volume 9, Chapter 4 of the ES ('the Rail ES'). The assessment considered both the effect of introducing new services on railway lines that either have no or little existing rail traffic, or do not yet exist, and the potential for changes in noise or vibration along rail lines that do carry regular rail traffic.

3.5.2 For this Noise and Vibration Appraisal there is no difference in SZC's intended rail movements, other than the use of the LEEIE railhead for a longer period of time than was envisaged at the time of the DCO. There will be no changes to SZC's rail movements on the existing East Suffolk line as a result of the Revised Construction Use, so there is no need to reconsider potential changes in railway noise or vibration along the existing main line.

3.5.3 For new or modified railway lines, the impact thresholds were contained in Table 4.7 of the Rail ES, and are repeated in Table 3-4.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Table 3-4: Thresholds for magnitude of noise impact for new or altered railway lines at different sensitivities (all values are free-field) (Table 4.7 in the Rail ES)

Sensitivity of receptor	Period	Magnitude of impact				Parameter
		Very low	Low	Medium	High	
High	Any	Bespoke assessment method to be used				
Medium	Day	< 50	50	60	66	$L_{Aeq,16h}$, dB
	Night	< 40	40	55	59	$L_{Aeq,8h}$, dB
		< 60	60	70	77	L_{Amax}, dB
Low	Day or night	< 50	55	65	66	$L_{Aeq,8h}$, dB
Very low	Any	No assessment normally required				

3.5.4 Table 4.7 in the Rail ES included footnotes that related these impact categories in Table 3-4 to a table of change criteria that were to be used on existing railway lines that had existing railway movements. Since this Noise and Vibration Appraisal is concerned with the extended use of the LEEIE railhead, those change criteria that relate to existing railway lines, and consequently the footnote cross-referenced links to these impact thresholds, are not relevant here.

3.6 Receptor Sensitivity

3.6.1 For all parts of the ES, the sensitivities of the assessed receptors were established, based on the definitions set out in Table 3-5.

Table 3-5: Assessment of the value or sensitivity of receptors for noise and vibration

Sensitivity	Description
High	Receptors that are highly sensitive to noise or vibration such as theatres, auditoria, recording studios, concert halls and highly vibration sensitive structures or uses such as certain laboratories medical facilities or industrial processes.
Medium	Noise and vibration sensitive receptors such as permanent residential buildings, hospitals and other buildings in health/community use, buildings in educational use, hotels and hostels.
Low	Receptors with limited sensitivity to noise and vibration such as offices, libraries buildings in religious use, and other workplaces with a degree sensitivity due to the need to concentrate.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Sensitivity	Description
Very Low	Receptors of very low sensitivity to noise and vibration such as industrial or commercial buildings and transient or mobile receptors.

3.6.2 For this Noise and Vibration Appraisal, all of the assessed receptors are considered to have 'medium' sensitivity, except for the Sizewell Sports and Social Club, which is considered have 'low' sensitivity, and the businesses in the Eastlands Industrial Estate, which are considered to have 'very low' sensitivity.

3.6.3 At the time of writing, the College on the Coast development proposed by SZC to the south of King George's Avenue in Leiston has been submitted to ESC but not yet approved. The College on the Coast development is not considered as a receptor in this Noise and Vibration Appraisal, but the report for that development does take account of potential noise emissions from the Revised Construction Use.

3.7 Determination of Effect Significance

3.7.1 Following the classification of the magnitude of the impact for each aspect of the project, and the sensitivity of each receptor, the effect was classified based on the matrix set out in Table 11.8 in the MDS ES, with the same matrix appearing in the other ES volumes too. The matrix was used to identify the effect category, noting that effects can be adverse, beneficial or neutral.

3.7.2 The effect matrix is repeated in Table 3-6.

Table 3-6: Classification of effects (Table 11.8 in the MDS ES)

		Value/Sensitivity of Receptor			
		Very Low	Low	Medium	High
Magnitude	Very Low	Negligible	Negligible	Negligible	Negligible
	Low	Negligible	Minor	Minor	Moderate
	Medium	Minor	Minor	Moderate	Major
	High	Minor	Moderate	Major	Major

3.7.3 Following the classification of an effect, a clear statement was made as to whether the effect was 'significant' or 'not significant' in the context of the EIA Regulations.

3.7.4 As a general rule, major and moderate effects were considered to be significant in the various parts of the ES, and minor and negligible effects were considered to be not significant.

3.7.5 However, professional judgement was also applied, where appropriate, and other project-specific factors, such as the number of receptors affected and the duration and

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

character of the impact, were noted to require consideration, where they may have a potential bearing on significance.

3.7.6 For clarity, the Revised Construction Use is a construction activity that forms part of a wider construction project and is judged to give rise to a likely significant effect, in an EIA context, when the noise levels exceed free-field values of 60 dB $L_{Aeq,16hrs}$ during the daytime (07:00 to 23:00 hours), or 45 dB $L_{Aeq,8hrs}$ or 65 dB L_{AFmax} during the night-time (23:00 to 07:00 hours) at a medium sensitivity residential receptor. These are the 'medium' impact category values in Table 3-6 (magnitudes of construction noise impact for the MDS).

3.8 Noise Mitigation Scheme

3.8.1 SZC has provided a Noise Mitigation Scheme ('NMS') under the Deed of Obligation ('DoO'), whereby an offer can be made to the occupants or owners of properties expected to be exposed to sound levels above stated and agreed thresholds. This approach is deemed an appropriate response to noise impacts in NPS EN-1

3.8.2 To determine which properties might be exposed in that way, updated noise assessments were submitted to ESC for approval, covering each element of the project. The properties considered eligible for sound insulation have, at the time of writing, largely been resolved with offers made and, in most cases, the insulation installed. The eligible properties yet to be resolved are those along the East Suffolk line that are likely to be affected by railway noise, and it is expected that those properties will have been resolved by the time that SZC's construction trains start running in the summer of 2026.

3.8.3 The eligibility of properties under the NMS will be revisited if the Revised Construction Use is approved, and additional offers of insulation made where appropriate.

3.9 Material Changes to a DCO

3.9.1 Guidance for determining the materiality of changes to a DCO is set out in DCLG guidance[10], with paragraph 12 providing:

> *"A change should be treated as material if it would require an updated Environmental Statement (from that at the time the original Development Consent Order was made) to take account of new, or materially different, likely significant effects on the environment."*

3.9.2 The guidance in the DCLG document is that where likely significant effects are new or are materially different, such that an updated ES would be required, the proposed change should be considered as material.

3.9.3 Strictly speaking, likely significant effects that are materially improved may still result in the proposed changes being considered material, as is noted in paragraph 13 of the DCLG guidance:

> *"There may be cases where the change proposed to a Development Consent Order will result in likely significant effects on the environment that are entirely positive. In these cases, an updated Environmental Statement will still be required and the application will need to be treated as a material change in order to ensure that the regulatory requirements on Environmental Impact*

[10] *Planning Act 2008: Guidance on Changes to Development Consent Orders*, DCLG (December 2015)

Assessment are met. However, depending on the circumstances, such material changes may be ones where no examination needs to be held"

3.9.4 For the purposes of making changes to a DCO, in general terms, it is presumed simpler to justify material improvements than to justify a material worsening.

3.9.5 The significant effects described in the DCLG guidance relate to an Environmental Impact Assessment, as set out in an ES, and do not relate to the planning test of SOAEL. As described previously, it has been established through the examination of other infrastructure projects that SOAEL and significant effects in an EIA context are not conceptually the same, even if in some circumstances they may be numerically equal.

3.9.6 Where the Secretary of State is satisfied that there are no new or materially different likely significant effects, and none of the other indicators of a material change in the DCLG guidance are present, there should be no reason to withhold the grant of an NMC.

3.9.7 The two limbs of this test, that of 'new' likely significant effects, and that of 'materially different' likely significant effects, are discussed in the following sections.

a) New Significant Effects

3.9.8 A new significant effect is simple to define, it being a likely significant effect that will occur as a result of the proposed amendment that was not identified in the submitted environmental information.

3.9.9 For the purposes of this NMC application, it is considered that the identification of likely significant effects in the **ES** is both temporally and geographically specific, i.e. at a particular receptor, and any receptors represented by it, and for a specific period of time or phase of works.

3.9.10 By way of example, identifying a likely significant effect at Receptor X for Phase A of some construction works does not mean that new likely significant effects at Receptor Y in Phase A, or at Receptor X for phases of work other than Phase A would be acceptable. These would be classed as new likely significant effects, and therefore fail the test adopted here.

b) Materially Different Significant Effects

3.9.11 The materiality of changes to likely significant effects that were identified in the submitted environmental information is not defined or quantified in the DCO, so it is necessary to seek guidance elsewhere.

3.9.12 To determine whether a likely significant effect is materially different to one identified in the submitted environmental information, regard must be given to both the effect category and the magnitude of the underlying expected impact. The interaction between the two means that it is not possible to reach a conclusion on the materiality of a changed significant effect without factoring in both.

3.9.13 Where a likely significant effect at a receptor changes effect category, i.e. it changes from moderate adverse to major adverse, it is considered reasonable to give weight to this change of effect category in determining whether a material change has occurred.

3.9.14 However, a change of effect category on its own is not considered to equate to a materially different likely significant effect, if the accompanying change in level that causes the change in category is small. For example, a 1 dB increase in impact that causes a borderline moderate adverse effect to become a borderline major adverse effect is considered to be materially the same outcome.

3.9.15 This is because the effect categories are tied to calculated numerical impact outcomes set out in the **ES**, but there are tolerances to the calculations, and a change of 1 dB should not, in itself, be considered a materially different significant effect, even if it causes a change in impact category.

3.9.16 A change of 3 dB is generally considered to be the smallest change in sound level that can be readily perceived in *'typical'* circumstances. This is described in the IEMA *Guidelines for Environmental Noise Impact Assessment*[11], which state (emphasis added):

> *"Measuring in decibels means that a 3 dB increase is equivalent to a doubling of the sound energy, and a 10 dB increase is a tenfold increase in energy. For broad band sounds which are very similar in all but magnitude,* ***a change or difference in noise level of 1 dB is just perceptible under laboratory conditions, 3 dB is perceptible under most normal conditions****, and a 10 dB increase generally appears to be twice as loud."*

3.9.17 General guidance can also be found in the Welsh[12] and Scottish[13] planning guidance. Although Welsh and Scottish guidance is not directly relevant to a site in England, the physics and human perception of sound are not location-specific, and therefore the guidance provided in these documents is considered relevant when deriving a scale correlating change in sound level to human perception.

3.9.18 Technical Advice Note (Wales) 11, commonly referred to as TAN11, states:

> *"Measurements in dB(A) broadly agree with people's assessment of loudness. A change of 3 dB(A) is the minimum perceptible under normal conditions, and a change of 10 dB(A) corresponds roughly to halving or doubling the loudness of a sound."*

3.9.19 The Scottish planning guidance, Planning Advice Note (PAN) 1/2011 Planning and Noise, provides similar guidance:

> *"Measurements in dB(A) broadly agree with people's assessment of loudness. For noise of a similar character, a change of 3 dB(A) is the minimum perceptible under normal conditions, and a change of 10 dB(A) corresponds roughly to halving or doubling the loudness of a sound."*

3.9.20 The perception of these changes in noise level originated in the 1963 Wilson Report[14], which still underpins much modern UK guidance on noise. It states:

> *"It will be helpful to remember that a change of three decibels in the meter reading given by a noise is about the smallest which most people would think significant, and that an increase of 10 decibels in noise of the same kind corresponds approximately to a doubling of loudness."*

[11] *Guidelines for Environmental Noise Impact Assessment* (2014) IEMA
[12] Planning Guidance (Wales), Technical Advice Note (Wales) 11, *Noise* (October 1997) Welsh Government
[13] Planning Advice Note (PAN) *Planning and Noise* (March 2011) Scottish Government
[14] *Committee on the Problem of Noise: Noise – Final Report* (July 1963), HMSO

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

3.9.21 These documents all provide similar advice; a change in noise level of 3 dB is generally the smallest change that is perceptible, unless controlled circumstances apply.

3.9.22 Although comparing calculations for sources that do not yet exist with updated predictions for an amended form of that source, which also does not yet exist, will not provide a basis for perceiving a change of 3 dB, there being no change for anyone to hear, that there would be no perceptible difference between two sources that are less than 3 dB apart is considered a reasonable basis for determining the materiality of a noise change that causes a change in effect category.

3.9.23 Where there is no change in effect category, for instance, the significant effect remains in the same moderate or major effect category, but the impact magnitude is altered by the Revised Construction Use, the materiality of that change is not tied to whether anyone could perceive that change, but to the underlying guidance on the significance of effects.

3.9.24 The 'ABC' impact categories set out in BS 5228-1 for construction noise vary by 5 dB as one moves from the lowest category, through the middle category, to the highest category. BS 5228-1 also contains what it calls 'the 5 dB(A) change' method of quantifying construction noise effects, where changes in total noise of 5 dB(A) or more are deemed to be potentially significant.

3.9.25 A change of ±5 dB is therefore considered a reasonable threshold to apply when determining if a likely significant effect is materially different from an effect previously identified, where there is no change in the category of effect.

3.9.26 In summary, the materiality of any changes in likely significant effects, where such effects were identified in the **ES** is judged in the following way:

- where there is no change in effect category, a likely significant effect will only be considered materially different from a previously identified effect if the level of impact changes by ±5 dB or more; and
- where there is a change in effect category, a likely significant effect will only be considered materially different from a previously identified effect if the level of impact changes by ±3 dB.

3.9.27 This approach was accepted by the Secretary of State for Transport when a non-material change was sought for the West Midlands Rail Freight Interchange Order 2020, which authorised a strategic rail freight interchange in Staffordshire.

3.9.28 The applicant for that scheme submitted their *West Midlands Interchange Proposed Non-Material Change Environmental Implications Report*, which contained the same basis for determining whether a change in expected noise levels from that project would constitute a new or materially different likely significant effect.

3.9.29 In their decision letter, the Secretary of State[15] confirmed:

> *"The Secretary of State agrees with the Applicant's conclusions that, in relation to the proposed changes, there will not be any materially new or materially different likely significant effects when compared to the effects set out in the Environmental Statement submitted in support of the Development authorised*

[15] DoT letter dated 25th October 2023

by the 2020 Order and as such considers that there is no requirement to update the Environmental Statement."

3.9.30 Given the acceptance of the Secretary of State in that instance, it is considered reasonable to adopt the same approach to assess the materiality of any differences in likely significant effects as a result of the Revised Construction Use.

3.10 Other Controls

3.10.1 The construction controls to be employed on the Sizewell C project are set out in the Code of Construction Practice ('CoCP'), and the Noise Monitoring and Management Plans ('NMMPs') that sit below the CoCP.

3.10.2 The CoCP sets out a number of noise and vibration controls for the works, and requires the submission and approval of NMMPs that will set out specific thresholds for individual sites that SZC must use best practicable means to adhere to.

3.10.3 The NMMPs also set out the process for the creation of Bespoke Mitigation Plans ('BMPs'), including setting trigger levels at which a BMP is deemed necessary. The BMPs are intended to be activity-specific and should contain targeted mitigation for those activities that are deemed 'noisy', which is itself defined in the NMMPs.

3.10.4 For the MDS, which includes the LEEIE site, SZC must use best practicable means, as defined by Section 72 of the Control of Pollution Act 1974, to adhere to the construction noise thresholds set out in Table 3-7 and the construction vibration thresholds set out in Table 3-8.

Table 3-7: Noise thresholds for construction works - MDS

Period	Threshold	Parameter
Any day 07:00 to 23:00	60	$L_{Aeq, T}$, dB, free field
Night 23:00 to 07:00	45	
Night 23:00 to 07:00	65	L_{Amax}, dB, façade

Notes: Time period T in this table refers to the period in question: day (16 hours) or night (8 hours). Thresholds apply at residential receptors.

Table 3-8: Vibration thresholds for construction works - MDS

Period	Threshold	Parameter
Any time	1.0	PPV mm/s

Notes: Thresholds are external and apply at residential receptors

3.10.5 These thresholds match the 'medium' impact category for medium sensitivity receptors, which includes residential properties, in Table 3-1. Once the effect category

matrix set out in Table 3-6 has been applied, the CoCP thresholds align with the thresholds at which an effect is considered significant in the ES, in an EIA context.

3.10.6 The thresholds apply to noise from SZC's construction activities at the MDS only; the thresholds do not apply to existing or extraneous sources.

3.10.7 A BMP is required when the MDS construction works are expected to exceed the following thresholds:

- 55dB $L_{Aeq,16hrs}$ (daytime between 07:00 and 23:00 hours);
- 50dB $L_{Aeq,4hrs}$ (evening between 19:00 and 23:00 hours)[16];
- 45dB $L_{Aeq,8hrs}$ (night-time between 23:00 and 07:00 hours); or
- 1.0 mm/s PPV.

4 Existing Likely Significant Effects

4.1 Introduction

4.1.1 To determine whether the Revised Construction Use has the potential to give rise to new or materially different likely significant effects, it is necessary to first understand where such likely significant effects were identified in the submitted assessments.

4.1.2 The following sections set out where significant effects were identified in the MDS ES for LEEIE activities and road traffic impacts on existing roads, and in the Rail ES for rail-based impacts. The receptors at which likely significant effects were identified are stated, along with any relevant timing or duration information.

4.2 LEEIE Activities

4.2.1 The assessment of construction activities at the LEEIE was set out in the MDS ES, with receptors assessed for two scenarios: where the noise emissions are dictated by the MDS with the LEEIE contributing, or by the MDS with the LEEIE dominating.

4.2.2 In this context, MDS meant the TCA and main construction area ('MCA') where the power station itself will be located, and not the more general project-wide meaning, which would include the LEEIE as well.

4.2.3 For the TCA and MCA, the following phases of work were considered in the MDS ES:

- Phase 1a: Initial site stripping/levelling and concurrent noisy activities, understood at that time to be 2 years in duration;
- Phase 1b/2: Construction of site infrastructure and earth moving, understood at that time to be 3 years in duration;
- Phase 3/4: Construction of above ground power station buildings, understood at that time to be 8 years in duration; and
- Phase 5: Removal of temporary facilities and restoration of the land, understood at that time to be 2 years in duration.

[16] The overlap between the 16 hour daytime period and the 4 hour evening period is immaterial in the context of noise assessments carried out in advance of the works to determine the need for a Bespoke Mitigation Plan, The calculations will consider both periods, and predicted exceedance of either period (or the other stated levels) will trigger the need for a Bespoke Mitigation Plan.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

4.2.4 There was expected to be some overlap in the phases of work, and the assessment in the MDS ES took account of concurrent activities.

4.2.5 For the LEEIE, the works were split into the following, different, phases:

- Initial Strip/Level: Initial site stripping/levelling and concurrent noisy activities, understood at that time to be less than 6 months in duration;
- Preparation: Preparation of the LEEIE for use as construction support area, including completion of rail branch line extension into LEEIE and construction of new rail spur, understood at that time to be 9 months in duration;
- Early Years Operations: Rail branch line extension and rail spur on LEEIE operational and LEEIE operating as a terminal for incoming freight. GRR extension currently under construction, understood at that time to be 9 months in duration;
- Later Years Operations: GRR extension operational and the rail spur in LEEIE no longer in use. LEEIE still in use as a construction support area, largely for materials storage, understood at that time to be 8.5 years in duration; and
- Removal and Reinstatement: LEEIE no longer in use as a construction support area and is restored to a predominantly natural landscape, understood at that time to be 2 years in duration.

4.2.6 Based on the descriptions set out in the MDS ES, the timing of the Revised Construction Use will follow on from the initial strip/levelling works. It is considered that the Revised Construction Works broadly aligns with what was described as the 'Preparation' phase in the MDS ES.

4.2.7 The use of the Revised Construction Use will commence in what was described as the 'Early Years Operations' phase in the MDS ES, continuing into the later stages of what was described as the 'Later Years Operations' phase in the MDS ES.

4.2.8 It is accepted that the timings of the Revised Construction Use may not align quite as neatly as the descriptions when aligning the Revised Construction Use with the assessed phases of work on the LEEIE in the MDS ES.

4.2.9 Night-time activities were also considered in the MDS ES for two scenarios:

- GRR and associated activities only: The entire period when the GRR and MDS are operational, when rail freight arrivals, and specifically unloading and transportation of materials to stockpiles at night will generate noise. At the time, this was considered to span a period of around 8.5 years, including 24 months of Phase 2 and the entirety of Phases 3 and 4.
- GRR, excavation, all associated activities: For approximately 15 months during Phase 3 (based on estimates at that time) when night-time tunnelling and excavation activities were ongoing, including direct transportation of excavated materials to stockpiles four and five. During this period, noise associated with unloading and hauling of materials to stockpiles from train arrivals into the main development site via the green rail route (as per the first scenario) may also be present.

4.2.10 No specific night-time activities were expected on the LEEIE, beyond maintenance and logistics support.

4.2.11 The residual assessment outcomes in the MDS ES were set out in Table 11.32. The residual outcomes, which included consideration of mitigation such as the perimeter acoustic screening, define where likely significant effects were considered to potentially occur.

4.2.12 The significant residual noise effects, split into the two scenarios, were:

- MDS where MDS dominant, but includes LEEIE activities:
  - Phase 1a: Receptors 14 (Lover's Lane/Sandy Lane Junction), and 23 (The Studio); and
  - Phase 5: Receptors 14 (Lover's Lane/Sandy Lane Junction), and 23 (The Studio).
- MDS where LEEIE dominant:
  - Initial soil strip and levelling works: Receptors 12 (King George's Ave) and 21 (Sizewell Sports and Social Club); and
  - Restoration works: Receptors 10 (Heath View), 12 (King George's Ave) and 21 (Sizewell Sports and Social Club).

4.2.13 A plan identifying these five receptor locations is included as Figure B.3 in Annex B, based on the original receptor plan Figure 11.1 from the MDS ES.

4.2.14 No likely significant effects were identified at locations close to the LEEIE as a result of night-time activities on the MDS.

4.2.15 No likely significant effects were identified as a result of construction vibration.

4.3 Road Traffic Noise

4.3.1 The potential effects from road traffic on existing roads were set out in the MDS ES, and then updated in Volume 1, Chapter 2 of the ES Addendum ('the MDS ES Addendum'), with updated calculations in Volume 3, Chapter 2, Appendices 2.6.A and 2.6.B of the ES Addendum ('the MDS ES Addendum Appendices').

4.3.2 The calculations in the MDS ES Addendum were updated as a result of refinements to the strategic traffic model and an updated Freight Management Strategy.

4.3.3 The assessment considered the following scenarios:

- the year 2023, as indicative of the early years of the project;
- the year 2028, as indicative of the peak year of the construction works;
- the year 2028 'busiest', as indicative of the busiest parts of the peak year of the construction works; and
- the year 2034, as indicative of the power station in operation.

4.3.4 Since the last of these scenarios is beyond the period of use of the Revised Construction Use, it is not considered further in this *Noise and Vibration Appraisal*.

4.3.5 The following significant residual effects were identified in Table 11.32 in the **MDS ES**, all for the daytime period:

- at noise-sensitive receptors within 50 metres of the B1122 between Yoxford and the B1125 junction, and Lover's Lane, Leiston in the 2023 scenario; and

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

- Kings Road, Leiston, in both 2028 scenarios.

4.3.6 The predicted significant effect along Kings Road was removed in the MDS ES Addendum as a result of the updated traffic data. The likely significant effects on the B1122 and Lover's Lane in Leiston in the 2023 scenario remained.

4.3.7 There were potential changes in traffic noise that would have resulted in likely significant effects along several other sections of road, but none had any sensitive receptors along them.

4.4 Railway Noise and Vibration

4.4.1 Since the construction works to improve the Saxmundham to Leiston branch line up to the LEEIE railhead are not materially different for the Revised Construction Use compared to the Previously Anticipated Construction Use assessed in the **Rail ES**, the potential likely significant effects associated with the construction or improvement of the rail infrastructure is not considered here. The construction of the LEEIE railhead was included within the LEEIE construction assessment in the MDS ES.

4.4.2 The potential effects from operational rail movements were set out in the Rail ES, and then updated in Volume 1, Chapter 9 of the ES Addendum ('the Rail ES Addendum'), with additional details in Volume 3, Chapter 9, Appendices 9.3.A to 9.3.E of the ES Addendum ('the Rail ES Addendum Appendices').

4.4.3 The Rail ES identified potential significant effects from operational rail at:

- up to 120 no. properties along the East Suffolk line as a result of airborne noise;
- all receptors within 14 m of any part of the East Suffolk line where SZC trains run at 10 mph, as a result of groundborne noise;
- all receptors within 20 m of any part of the East Suffolk line where SZC trains run at 20 mph, as a result of groundborne noise;
- at receptors close to the level crossings on the Saxmundham to Leiston branch line, two were expected to have likely significant effects as a result of airborne noise during the early years operations when trains run to the LEEIE and four receptors during the later years once the GRR is operational. Two of the four affected receptors affected in the later years are the same as the two receptors in the early years.

4.4.4 The additional survey and assessment work undertaken for the Rail ES Addendum did not alter the findings of the Rail ES in terms of likely significant effects.

4.4.5 The properties anticipated to be subject to likely significant effects are shown in Figure B.4 in Annex B, and were:

- Early years, before the GRR is operational: Kelsale Covert and Westhouse Crossing Cottage; and
- Later years, after the GRR is operational: Kelsale Covert, Westhouse Crossing Cottage, Crossing East and Crossing Cottage.

4.4.6 Some of the receptor names used in the **Rail ES** are now more commonly known by different names:

- Kelsale Covert is now more commonly known as Knodishall Crossing Cottage; and

- Crossing East is now more commonly known as Saxmundham Road Level Crossing Cottage.

5 Baseline Levels

5.1.1 A summary of the baseline conditions at and around the LEEIE is set out in this section of the Noise and Vibration Appraisal.

5.1.2 Strictly, baseline data are not required to assess the potential effects from the Revised Construction Use, as none of the assessment criteria rely on baseline information to define them. However, baseline information gathered for the assessments submitted at the DCO and subsequently is set out in the following sections for information purposes.

5.2 DCO Measured Baseline Sound Levels

5.2.1 Baseline sound levels were measured during the preparation of the MDS ES and reported in Table 11.17 in the MDS ES.

5.2.2 The measured levels for the receptors close to the LEEIE are set out in Table 5-1 with the monitoring locations shown in Figure B.5 in Annex B.

Table 5-1: Measured baseline sound levels, free-field dB

Location	Period	Measured $L_{Aeq,T}$
MS19	Day	70
	Night	60
MS22	Day	65
	Night	45
MS23	Day	47
	Night	40
MS24	Day	45
	Night	35
MS25	Day	50
	Night	45
MS26	Day	42
	Night	30
MS27	Day	47

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Location	Period	Measured $L_{Aeq,T}$
	Night	47
MS29	Day	65
	Night	50
MS30	Day	60
	Night	45
MS31	Day	40
	Night	32
MS41	Day	54
	Night	45
MS42	Day	53
	Night	40
MS45	Day	46
	Night	40
MS46	Day	42
	Night	30

5.3 Post-Consent Baseline Information

5.3.1 A series of baseline measurements have been undertaken since the project was granted consent, which are to be included in updated NMMPs in due course.

5.3.2 The updated baseline information for locations around the LEEIE is set out in Table 5-2. The baseline data is from the year 2023, and the monitoring locations are shown in Figure B.6 in Annex B.

Table 5-2: Measured baseline sound levels - 2023, free-field dB

Location	Period	Measured $L_{Aeq,T}$	Measured $L_{A90,T}$
MS24	Day	41	37
	Eve	38	34

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Location	Period	Measured $L_{Aeq,T}$	Measured $L_{A90,T}$
	Night	37	31
MS25	Day	61	41
	Eve	52	39
	Night	51	34
MS26	Day	43	36
	Eve	35	31
	Night	33	30
MS29	Day	49	40
	Eve	42	33
	Night	41	30
MS30	Day	51	43
	Eve	44	36
	Night	45	34
MS45a	Day	53	41
	Eve	43	34
	Night	43	33
MS45b	Day	62	44
	Eve	54	35
	Night	51	35

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

6 Review of Assessment of Effects and Significance

6.1 Revised Construction Works

6.1.1 The Revised Construction Works have been assessed using the same methods as were adopted in the MDS ES, except for the use of BS 5228-1 as the calculation method rather than ISO 9613, which was used for the calculation of construction noise at the MDS due to the large distances involved between the TCA and some receptors. In this instance, the receptors considered are close to the LEEIE and BS 5228-1 is considered to give a reasonable, if potentially higher and therefore worst-case, outcome.

6.1.2 Since the ground works and ACA railhead track installation will largely be complete before the Revised Construction Use is constructed, this *Noise and Vibration Appraisal* considers the works to create foundations, erect and fit-out the buildings, and create the roadways and parking areas. The following phases have been considered:

- Phase 1: Substructure, which will include concreting plant, excavators, bulldozers, telehandlers, and rollers. This phase will include the installation of gantry crane rails;
- Phase 2: Superstructure, which will include cranes, telehandlers, Mobile Elevating Work Platforms (MEWPs), and handheld tools. This phase will include the assembly and mounting of the gantry cranes;
- Phase 3: External envelope, which will include cranes, telehandlers, MEWPs and hand-held tools;
- Phase 4: Fit-out, which will include telehandlers, MEWPs, and handheld tools. This phase will include a significant amount of work within the buildings, and the reduction due to the building fabric is not included to provide worst-case noise levels; and
- Phase 5: Roads and parking areas, which will include dozers, rollers, excavators, and asphalting plant.

6.1.3 Piling is not likely to be required, but has been included in the calculations, in case it is necessary. If it is required, it is likely to be continuous flight auger (CFA) piling, or a similar augered method.

6.1.4 The plant assumed for each phase of works is set out in Annex E.

6.1.5 The calculations have been undertaken for two situations; an ‘average’ case where the construction plant are assumed to be at the approximate centre of the works area, and a ‘worst-case’ where the construction plant are assumed to be at the part of the works area closest to the receptor under consideration. This approach provides a range of values representing the average and worst-case noise levels likely to be generated during the overall works.

6.1.6 The assessment locations are shown in Figure E.1 in Annex E, noting that only the receptors closest to the works have been assessed. The noise levels at locations further from the works will be lower. Where the predicted construction noise levels have the potential to lead to a likely significant effect, the cell is shaded pink.

6.1.7 The predicted construction noise levels are set out in Table 6-1.

Table 6-1: Predicted construction noise levels, free-field dB

Receptor	Phase of work(1)				
	1	2	3	4	5
Crown Lodge	46.1 - 47.9	44.5 - 46.3	46.7 - 56.2	43.3 – 45.0	45.9 - 55.4
Lover's Lane	52.3 – 59.0	50.7 - 57.4	49.5 - 59.7	49.5 - 56.2	48.7 - 58.9
King George's Ave	46.8 - 47.9	45.2 - 46.3	45.7 - 51.9	44.0 – 45.0	44.9 - 51.1
Valley Road	52.9 - 57.6	51.3 – 56.0	49.6 - 56.2	50.0 - 54.8	48.8 - 55.4
Note: (1) – Phases of work are 1: Substructure; 2: Superstructure; 3: External envelope; 4: Fit-out; and 5: Roads and parking areas.					

6.1.8 It can be seen from Table 6-1 that the construction noise levels are predicted to be below the 60 dB threshold at which a medium impact is deemed to occur. A medium impact would lead to a significant effect for the medium sensitivity receptors close to the LEEIE. Since the medium impact threshold is not reached, no significant effects are likely.

6.1.9 The Revised Construction Works are unlikely to give rise to significant levels of vibration, other than where plant such as vibratory rollers are used. The shortest distance between areas where rollers may be used and a neighbouring receptor is 75 m, between the north-eastern corner of the Revised Construction Use at the receptor on Lover's Lane.

6.1.10 At a distance of 75 m, it is unlikely that vibration levels of more than 1 mm/s will occur for general rolling activities, as opposed to starting up and shutting down a roller.

6.1.11 Avoiding starting up or shutting down vibratory rollers within 120 m of a receptor, and using appropriately low vibration settings where required are reasonable control measures that can be implemented by the contractor to safeguard this outcome. This is secured in the revised Construction Method Statement.

6.1.12 Similarly, augered piling, if needed, is unlikely to generate vibration levels of more than 1 mm/s at a distance of 75 m.

6.1.13 On this basis, significant effects are not likely to result from construction vibration.

6.2 Revised Construction Activity

6.2.1 Noise likely to be generated by the Revised Construction Activity, has been calculated, based on the information in Section 2 of this *Noise and Vibration Appraisal*, and using the calculation method set out in ISO 9613.

6.2.2 The calculations are based on the indicative layout shown in Figure B.1 in Annex B.

6.2.3 The use of either electric or diesel shunters will depend on day-to-day works programmes and schedules, so the calculations are based on either all electric shunters, or all diesel shunters, and the worst-case, or highest, values used. Any combination or mix of shunter types will be no higher than these values.

6.2.4 The assessed receptors are shown in Figure E.1 in Annex E. In most instances, the calculations are based on a typical first floor receptor height of 4 m above local ground level. The exceptions are the receptors on Carr Avenue, which are bungalows and based on a receptor height of 1.5 m above local ground level.

6.2.5 The calculated sound levels are shown in Table 6-2 for the Revised Construction Activity on its own, without any contribution from the MTSS yard on the southern part of the LEEIE, which does not form part of this NMC application.

6.2.6 The cells are shaded pink where the predicted sound levels exceed the 'medium' magnitude of impact category thresholds in Table 3-1, which would result in a moderate adverse effect that would be considered a likely significant effect. For clarity, the 'medium' magnitude of impact category thresholds in Table 3-1 for a medium sensitivity residential receptor are free-field values of 60 dB $L_{Aeq,16hrs}$ during the daytime (07:00 to 23:00 hours), or 45 dB $L_{Aeq,8hrs}$ or 65 dB L_{AFmax} during the night-time (23:00 to 07:00 hours).

6.2.7 Where likely significant effects are predicted, these can be assessed against those set out in the MDS ES to determine whether they are new or materially different.

Table 6-2: Calculated sound levels for the Revised Construction Activity in isolation, free-field dB

Receptor	Daytime $L_{Aeq,T}$	Night-time $L_{Aeq,T}$	Night-time L_{AFmax}
Barley Rise - North Facade	38.5	24.3	43.6
Barley Rise - West Facade	38.4	24.7	43.6
Carr Ave - East - South West Facade	42.2	28.5	42.3
Carr Ave - Mid - South West Facade	41.9	27.9	41.5
Carr Ave - West - South West Facade	40.4	27.0	42.2
Common Cottages - South East Facade	37.1	19.9	43.6
Crown Lodge - East Facade	33.9	19.4	39.6
Crown Lodge - Rear - West Facade	43.7	28.0	46.5

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Receptor	Daytime $L_{Aeq,T}$	Night-time $L_{Aeq,T}$	Night-time L_{AFmax}
Grimsey's Lane - North East Facade	36.8	22.3	40.7
Halfway Cottages - North Facade	36.2	20.0	40.3
Heath View 1 - North Facade	39.3	27.2	47.8
Heath View 2 - North Facade	41.3	26.3	47.0
Keepers Cottage - South East Facade	35.9	19.3	42.8
King George's Ave 1 - North Facade	43.2	28.8	48.8
King George's Ave 2 - North Facade	43.1	28.7	48.7
King George's Ave 3 - North Facade	43.0	28.7	48.7
King George's Ave 4 - North Facade	42.8	28.0	48.6
King George's Ave 5 - North Facade	39.5	27.9	48.4
Lover's Lane - South Facade	50.7	31.3	55.3
Lover's Lane - West Facade	50.6	31.0	55.2
Old Abbey Care Home - East Facade	32.3	15.3	36.4
Rosery Cottages - North Facade	31.2	15.3	34.8
Sizewell Village - West Facade	27.8	12.0	31.4
Valley Road - Mid - South East Facade	40.0	27.7	46.6
Valley Road - N - South East Facade	40.9	28.5	47.2
Valley Road - S - South East Facade	40.2	27.2	46.2

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Receptor	Daytime $L_{Aeq,T}$	Night-time $L_{Aeq,T}$	Night-time L_{AFmax}
Sports and Social	37.4	23.5	42.0

6.2.8 It can be seen from Table 6-2 that the Revised Construction Activity on its own is predicted to lead to no likely significant effects, and therefore there can be no new or materially different likely significant effects compared to the MDS ES.

6.2.9 The calculated sound levels for the Revised Construction Activity operating with the MTSS yard on the southern part of the LEEIE are shown in Table 6-3.

6.2.10 Again, the cells are shaded pink where the predicted sound levels exceed the 'medium' magnitude of impact category thresholds in Table 3-1, which would result in a moderate adverse effect that would be considered a likely significant effect. Where likely significant effects are predicted, these can be assessed against those set out in the MDS ES to determine whether they are new or materially different.

Table 6-3: Calculated sound levels for the Revised Construction Activity plus MTSS yard, free-field dB

Receptor	Daytime $L_{Aeq,T}$	Night-time $L_{Aeq,T}$	Night-time L_{AFmax}
Barley Rise - North Facade	39.5	24.3	43.6
Barley Rise - West Facade	39.9	24.7	43.6
Carr Ave - East - South West Facade	42.6	28.5	42.3
Carr Ave - Mid - South West Facade	42.2	27.9	41.5
Carr Ave - West - South West Facade	40.8	27.0	42.2
Common Cottages - South East Facade	37.4	19.9	43.6
Crown Lodge - East Facade	34.8	19.4	39.6
Crown Lodge - Rear - West Facade	45.3	28.0	46.5
Grimsey's Lane - North East Facade	37.6	22.3	40.7
Halfway Cottages - North Facade	36.8	20.0	40.3

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Receptor	Daytime $L_{Aeq,T}$	Night-time $L_{Aeq,T}$	Night-time L_{AFmax}
Heath View 1 - North Facade	41.8	27.2	47.8
Heath View 2 - North Facade	42.6	26.3	47.0
Keepers Cottage - South East Facade	36.4	19.3	42.8
King George's Ave 1 - North Facade	45.1	28.8	48.8
King George's Ave 2 - North Facade	44.9	28.7	48.7
King George's Ave 3 - North Facade	44.8	28.7	48.7
King George's Ave 4 - North Facade	44.4	28.0	48.6
King George's Ave 5 - North Facade	41.9	27.9	48.4
Lover's Lane - South Facade	50.8	31.3	55.3
Lover's Lane - West Facade	50.7	31.0	55.2
Old Abbey Care Home - East Facade	32.7	15.3	36.4
Rosery Cottages - North Facade	31.5	15.3	34.8
Sizewell Village - West Facade	28.2	12.0	31.4
Valley Road - Mid - South East Facade	40.6	27.7	46.6
Valley Road - N - South East Facade	41.4	28.5	47.2
Valley Road - S - South East Facade	40.7	27.2	46.2
Sports and Social	39.0	23.5	42.0

6.2.11 Table 6-3 shows that the cumulative noise emissions from the Revised Construction Activity and the MTSS yard on the southern part of the LEEIE will not lead to any likely

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

significant effects, and therefore there can be no new or materially different likely significant effects compared to the MDS ES for that arrangement.

6.2.12 As was observed during measurements at Frank Brazil in Canvey Island, the activities that comprise the Revised Construction Activity do not generate significant levels of vibration, even within the activity areas themselves. Significant effects as a result of vibration from the Revised Construction Activity are not expected, which is the same outcome as set out in the MDS ES.

6.3 Road Traffic Noise

6.3.1 Traffic serving the LEEIE during the Revised Construction Works will remain within the envelope assessed in the submitted environmental information and their potential noise effects will not change. It is therefore expected that the residual effects identified in the MDS ES and MDS ES Addendum will remain as previously identified, and no new or materially different likely significant effects will occur during the Revised Construction Works.

6.3.2 The Revised Construction Activity has the potential to increase the number of HGV movements relative to those assessed in the submitted environmental information, with an additional 102 no. HGVs expected per 24 hour period moving between the LEEIE and the TCA / MCA via Lover's Lane. Of these additional 102 no. HGVs, up to 93 no. will occur within the 06:00 to 24:00 hours daytime noise assessment period, and 24 no. will occur within the 23:00 to 07:00 hours night-time noise assessment period. These two values do not add up to the total of 102 no. HGVs as the two assessment periods overlap.

6.3.3 The potential changes in road traffic noise levels have been calculated along the two Lover's Lane road links that will be used by the Revised Construction Activity HGVs, these being:

- Link 3: Lover's Lane ("Big Field"); and
- Link 75: Lover's Lane.

6.3.4 The potential changes in road traffic noise level along these two links have been calculated using the same methods as set out in the MDS ES and MDS ES Addendum, and compared with the criteria set out in Table 3-3. The changes in road traffic noise are shown in Table 6-4 for the two scenarios assessed in the submitted environmental information, these being '2028 - typical' and '2028 – busiest'.

Table 6-4: Calculated change in road traffic noise levels, dB

Road Link	Period	Change in Level, dB	
		2028 - Typical	2028 - Busiest
Link 3 – Lover's Lane ("Big Field")	Daytime	+2.0	+1.9
	Night	+2.3	+2.1
Link 75 – Lover's Lane	Daytime	+2.0	+2.0

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Road Link	Period	Change in Level, dB	
		2028 - Typical	2028 - Busiest
	Night	+2.2	+2.1

6.3.5 It can be seen from Table 6-4 that the changes in road traffic noise on both Links 3 and 75 are predicted to be no greater than +2.3 dB, which would be classed as a low impact when compared with the criteria in Table 3-3. When combined with the medium sensitivity of the residential properties along Lover's Lane, a minor adverse effect results, which is not significant in an EIA context.

6.3.6 Since the changes in road traffic noise expected to result from the Revised Construction Activity are not considered to be likely significant effects, no new likely significant effects will occur.

6.4 Railway Activity

6.4.1 The use of the LEEIE railhead for a longer period will not in itself change the potential for any significant effects, since the duration of the impacts was not factored into the determination of effects in the submitted environmental information. The effects were considered to occur on the basis of any use of the rail infrastructure on a single day, so an extended period of use would not alter the outcomes. In effect, the identified effects will occur in the same way as assessed in the Rail ES and Rail ES Addendum, but for a longer period.

6.4.2 The intensity of use of the LEEIE railhead will reduce once the GRR is open, with only two to four trains per week using the LEEIE, instead of the two trains per day before the opening of the GRR. On those days where a train is routed to the LEEIE, there will be fewer trains using the GRR, so that the overall number of trains remains within the maximum of four identified in the RNMP.

6.4.3 The identified likely significant effects at the receptors close to the level crossings on the Saxmundham to Leiston branch line will remain as set out in the Rail ES and Rail ES Addendum. The two properties that were predicted to have likely significant effects during the early years before the GRR is operational were also predicted to have them during the later years, i.e. throughout SZC's rail operations, and this will not be affected by the Revised Construction Use. Similarly, the two properties predicted to have likely significant effects during the later years only, once the GRR is operational, would still be expected to have the same likely significant effects with the Revised Construction Use.

6.4.4 The likely significant effects predicted along the East Suffolk line will remain unchanged, as the Revised Construction Use will not alter the timing or the number of trains using the East Suffolk line.

6.4.5 No likely significant effects were predicted elsewhere on the route to the two railheads, and the Revised Construction Use will not alter this as the expected noise emissions from the trains will remain as assessed.

6.4.6 The north-western corner of Leiston, close to where the GRR diverges from the Saxmundham to Leiston branch line, is the one location where the change in operations may be noticeable, since trains will be using both the GRR and the route through Leiston to the LEEIE. However, the night-time prohibition on trains moving through Leiston means that additive effects will be avoided since GRR trains will continue to move to the TCA railhead during the night and any LEEIE-bound trains will wait on the branch line until it is clear to move through Leiston after 07:00 hours.

6.4.7 Trains being held on the Saxmundham to Leiston branch line will occur for longer than would be the case without the Revised Construction Use, since the two to four trains per week (at peak) accessing the LEEIE will still need to either wait until daytime to travel through Leiston, or wait until the passenger services stop when leaving the branch line.

6.4.8 The potential impacts from idling locomotives was not assessed in the Rail ES, or the Rail ES Addendum, as it was intended at that time that the locomotives would be shut down when stationary.

6.4.9 It has since become clear that it will not be possible to shut down the locomotives, and the RNMP approved by ESC on 18th February 2026 removed the commitment to shut down stationary locomotives.

6.4.10 Evidence submitted to ESC to support this change shows that leaving Class 66 locomotives idling is a quieter option than shutting them down and restarting them, since when restarting, the locomotives will idle at a much higher engine speed, generating more noise. When left idling, Class 66 locomotives run at a low engine speed, which is quieter overall.

6.4.11 Since idling locomotives were not assessed in the Rail ES or Rail ES Addendum, there is no benchmark against which new or materially different likely significant effects can be judged.

6.4.12 The calculations submitted to ESC, which were informed by measurements of idling Class 66 locomotives in various operational modes, suggested that two locomotives idling in each direction, would not generate sound levels of more than 55 dB $L_{Aeq,1hr}$ or 70 dB L_{AFmax}. Since these values would not exceed the 'medium' impact category thresholds, no likely significant effects will occur.

6.4.13 Since no likely significant effects are expected, the absence of an assessment of idling locomotives in the Rail ES or Rail ES Addendum does not prevent the conclusion being reached that there would be no new or materially different likely significant effects.

6.4.14 Vibration impacts from rail movements will also be no different to those assessed in the Rail ES.

6.5 Removal of the Revised Construction Use

6.5.1 The removal of the Revised Construction Use is expected to be materially no different from the activities assessed in the MDS ES and Rail ES. The activities that are likely to be the noisiest, and potentially generate the most vibration, will include removal of concrete hardstanding, which was considered at the DCO stage and will occur in the same places as would have been the case without the Revised Construction Use.

6.5.2 Since the buildings are all intended to be lightweight, steel-framed structures, their dismantling is likely to be a controlled demounting process rather than requiring destructive demolition.

6.5.3 It is considered that the removal of the Revised Construction Use will be materially no different than the removal of the Previously Anticipated Use assessed previously, and therefore no new or materially different significant effects are likely.

7 Mitigation Measures

7.1.1 The assessment set out in this *Noise and Vibration Appraisal* demonstrates that no new or materially different significant effects are likely to be created by the Revised Construction Use, whether that be from its construction, i.e. the Revised Construction Works, its use, i.e. the Revised Construction Activity, or from off-site road or rail traffic movements associated with it.

7.1.2 Given these outcomes, it is considered that overall, no new or materially different significant effects are likely and no additional mitigation measures are necessary, beyond those already embedded in the scheme's design and operational controls. The Revised Construction Use will still need to comply with the CoCP and MDS NMMP as part of the MDS construction works.

8 Conclusion

8.1.1 This *Noise and Vibration Appraisal* has set out an assessment of whether the Revised Construction Works and the Revised Construction Activity, together forming the Revised Construction Use, and its subsequent removal gives rise to any new or materially different likely significant effects relative to those considered in the environmental information relied upon by the Secretary of State when determining to make the DCO.

8.1.2 The assessment shows that no new or materially different likely significant effects are expected from the Revised Construction Use, nor from road or rail movements associated with it.

8.1.3 Overall, no new or materially different significant effects are considered likely and no additional mitigation measures are considered necessary. The Revised Construction Use will still need to comply with the CoCP and MDS NMMP as part of the MDS construction works.

Annex A: Glossary

Noise is defined as unwanted sound. The human ear is able to respond to sound in the frequency range 18 Hz (deep bass) to 18,000 Hz (high treble) and over the audible range of 0 dB (the threshold of perception) to 140 dB (the onset of pain). The ear does not respond equally to different frequencies of the same magnitude, but is more responsive to mid-frequencies than to lower or higher frequencies. To quantify noise in a manner that approximates the response of the human ear, a weighting (filtering) mechanism is used. This reduces the importance of lower and higher frequencies, approximating the response of the human ear.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Furthermore, the perception of noise may be determined by a number of other factors, which may not necessarily be acoustic. Noise can be perceived to be louder or more noticeable if the source of the noise is observed; e.g. roads, trains, factories, building sites etc. In general, the impact of noise depends upon its level, the margin by which it exceeds the background level, its character and its variation over a given period of time. In some cases, the time of day and other acoustic features such as tonality may be important, as may the disposition of the affected individual. Any assessment of noise should give due consideration to all of these factors when assessing the significance of a noise source. Various noise indices have been derived to describe the fluctuation of noise levels that vary over time. Usually, these noise indices relate to specific types of noise, and as such different noise indices are used to describe road traffic noise, background noise, construction noise, etc.

The weighting mechanism that best corresponds to the response of the human ear is the 'A'-weighting scale. This is widely used for environmental noise measurement, and the levels are denoted as dB(A) or L_{Aeq}, L_{A10}, etc, according to the parameter being measured.

Noise is measured on the decibel scale, which is logarithmic rather than linear. As a result of this, a 3 dB increase in sound level represents a doubling of the sound energy present. Judgement of sound is subjective, but as a general guide a 10 dB(A) increase can be taken to represent a doubling of loudness, whilst an increase in the order of 3 dB(A) is generally regarded as the minimum difference needed to perceive a change.

Table A-1 sets out examples of noise levels typically experienced during everyday activities.

Table A-1: Typical sound levels found in the environment

Sound Level	Location
0 to 10 dB(A)	Threshold of hearing
10 to 20 dB(A)	Broadcasting studio
20 to 30 dB(A)	Quiet bedroom at night
30 to 40 dB(A)	Living room during the day
40 to 50 dB(A)	Typical office
50 to 60 dB(A)	Inside a car
60 to 70 dB(A)	Typical high street
70 to 90 dB(A)	Inside a factory or noisy pub
100 to 110 dB(A)	Burglar Alarm at 1m
110 to 130 dB(A)	Pneumatic drill at 1m away
140 dB(A)	Threshold of Pain

Vibration is defined as a repetitive oscillatory motion. Groundborne vibration can be transmitted to the human body through the supporting surfaces; the feet of a standing person, the buttocks, back and feet of a seated person or the supporting area of a recumbent person. In most situations, entry into the human body will be through the supporting ground or through the supporting floors of a building. Vibration from road traffic can also be airborne. Such airborne vibration is transmitted as a low-frequency sound wave and is often perceived when the sound wave causes windows or other objects to rattle.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Vibration is often complex, containing many frequencies, occurring in many directions and changing over time. There are many factors that influence human response to vibration. Physical factors include vibration magnitude, vibration frequency, vibration axis, duration, point of entry into the human body and posture of the human body. Other factors include the exposed persons experience, expectation, arousal and activity.

Experience shows that disturbance or annoyance from vibration in residential situations is likely to arise when the magnitude of vibration is only slightly in excess of the threshold of perception.

The threshold of perception depends on the frequency of vibration. The human body is most sensitive to vibration in the frequency range 1 to 80 Hz and especially sensitive to vibration in the range 4 to 8 Hz. As with noise, a frequency weighting mechanism is used to quantify vibration in a way that best corresponds to the frequency response of the human body. In general, vibration is only perceptible in residential situations when the building is close to a railway, construction Site or very close to a road that carries large and heavy vehicles

Table A-2: Glossary of terms

Term	Description
Sound Pressure	Sound, or sound pressure, is a fluctuation in air pressure over the static ambient pressure.
Sound Pressure Level (Sound Level)	The sound level is the sound pressure relative to a standard reference pressure of 20μPa ($20x10^{-6}$ Pascals) on a decibel scale.
Decibel (dB)	A scale for comparing the ratios of two quantities, including sound pressure and sound power. The difference in level between two sounds s_1 and s_2 is given by $20 \log_{10} (s_1/s_2)$. The decibel can also be used to measure absolute quantities by specifying a reference value that fixes one point on the scale. For sound pressure, the reference value is 20μPa.
A-weighting, dB(A)	The unit of sound level, weighted according to the A-scale, which takes into account the increased sensitivity of the human ear at some frequencies.
Noise Level Indices	Noise levels usually fluctuate over time, so it is often necessary to consider an average or statistical noise level. This can be done in several ways, so a number of different noise indices have been defined, according to how the averaging or statistics are carried out.
L_w	The L_w, or sound power level, is a measure of the total noise energy of a source.
$L_{Aeq,T}$	A noise level index called the equivalent continuous noise level over the time period T. This is the level of a notional steady sound that would contain the same amount of sound energy as the actual, possibly fluctuating, sound that was recorded.
Free-field	Far from the presence of sound reflecting objects (except the ground), usually taken to mean at least 3.5 metres
Façade	At a distance of 1 metre in front of a large sound reflecting object such as a building façade.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

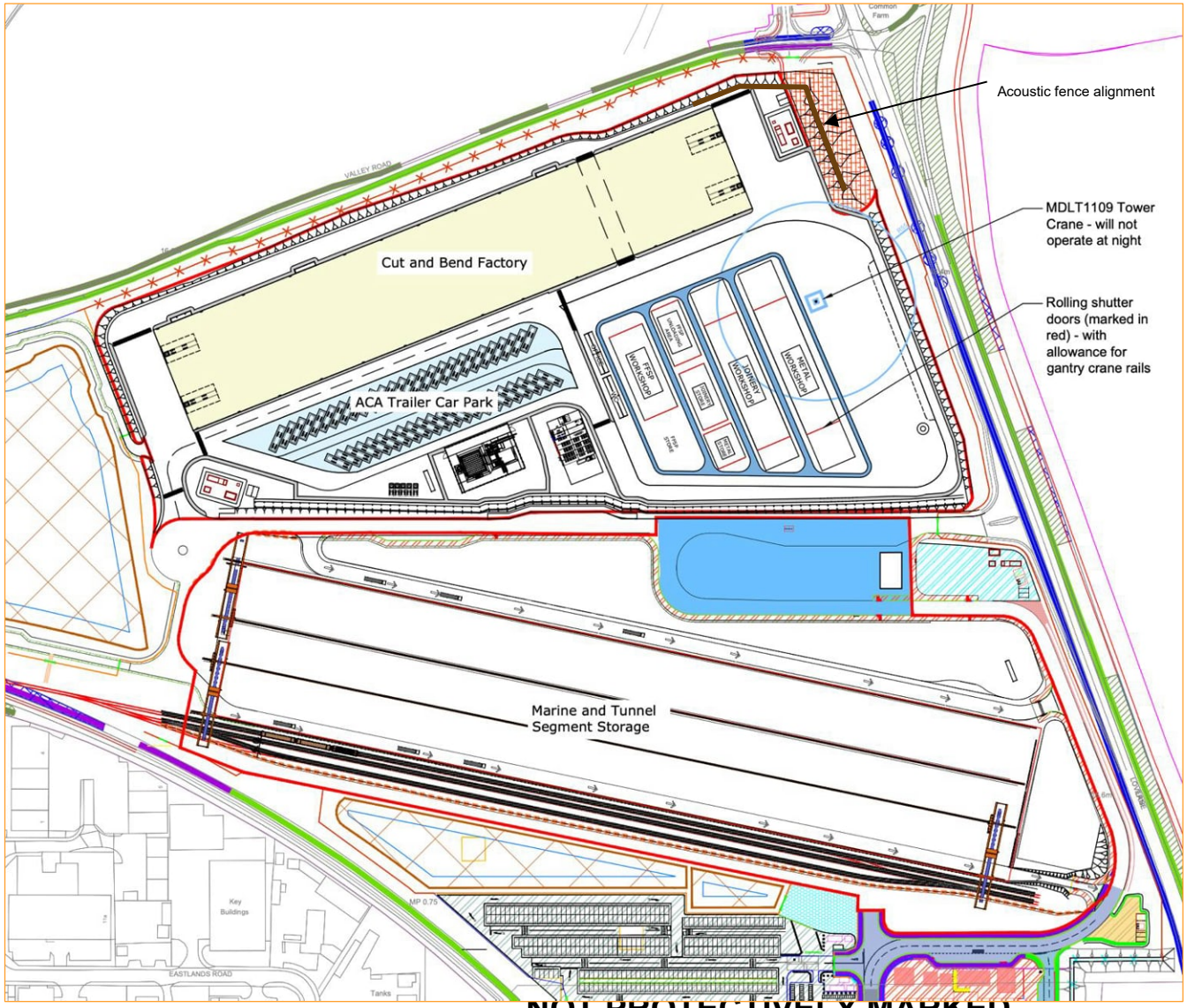
Term	Description
Displacement, Acceleration and Velocity Root Mean Square (r.m.s.) and Peak Values Peak Particle Velocity (PPV)	Vibration is an oscillatory motion. The magnitude of vibration can be defined in terms of displacement (how far from the equilibrium position that something moves), velocity (how fast something moves), or acceleration (the rate of change of velocity). When describing vibration, one must specify whether peak values are used (i.e. the maximum displacement or maximum velocity) or r.m.s. / r.m.q. values (effectively an average value) are used. Standards for the assessment of building damage are usually given in terms of peak velocity (usually referred to as Peak Particle Velocity, or PPV), whilst human response to vibration is often described in terms of r.m.s. or r.m.q. acceleration.
Root Mean Square (r.m.s.)	The r.m.s. value of a set of numbers is the square root of the average of the squares of the numbers. For a sound or vibration waveform, the r.m.s. value over a given time period is the square root of the average value of the square of the waveform over that time period.
Root Mean Quad (r.m.q.)	The r.m.q. value of a set of numbers is the fourth root of the average of the fourth powers of the numbers. For a vibration waveform, the r.m.q. value over a given time period is the fourth root of the average value of the fourth power of the waveform over that time period.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Sizewell C
The power of good for Britain

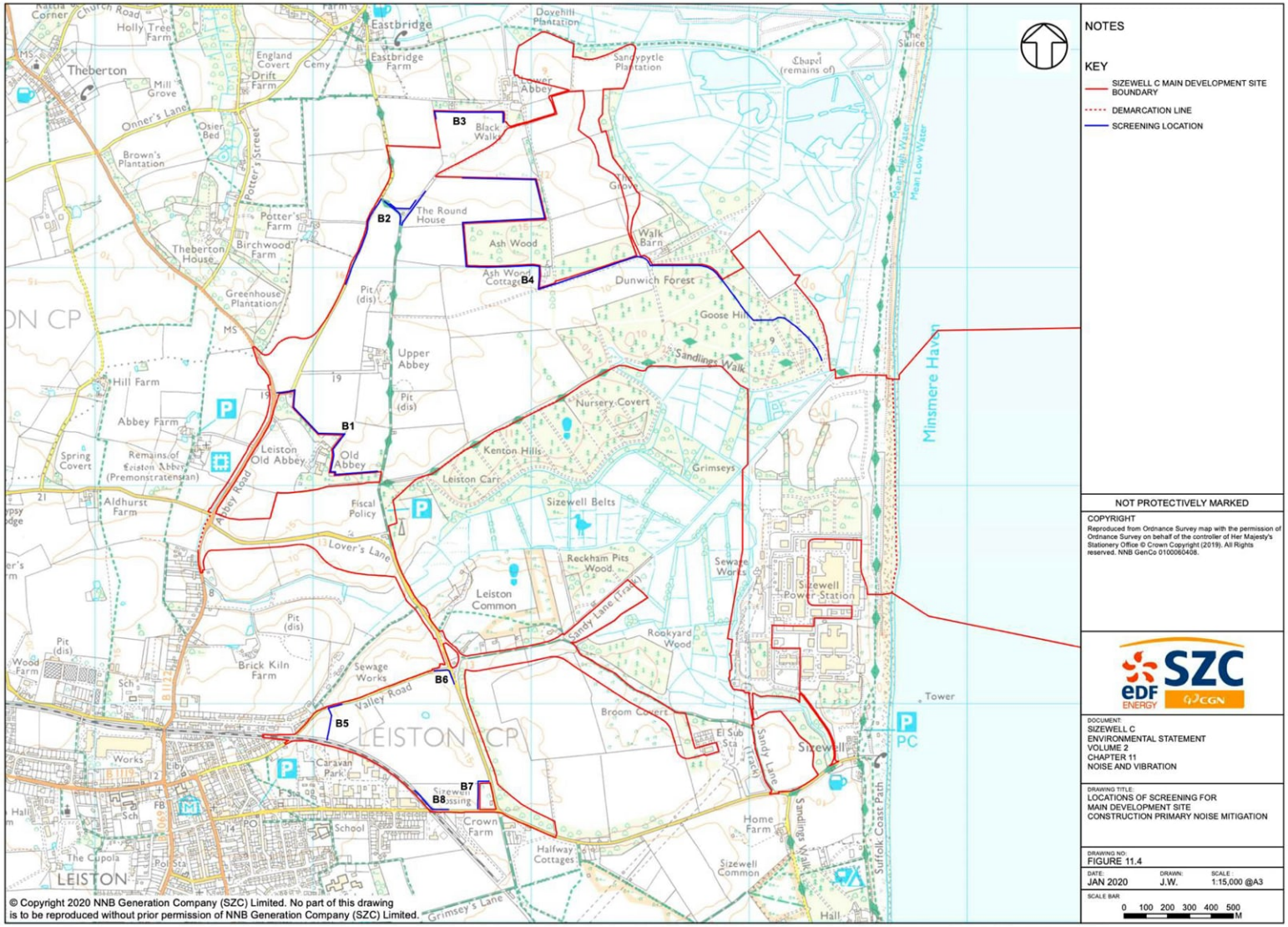
Annex B: Plans

Figure B-1: Illustrative site layout plan



Sizewell C
The power of good for Britain

Figure B-2: LEEIE barrier plan



Sizewell C

The power of good for Britain

Figure B-3: Likely Significant Effects near the LEEIE

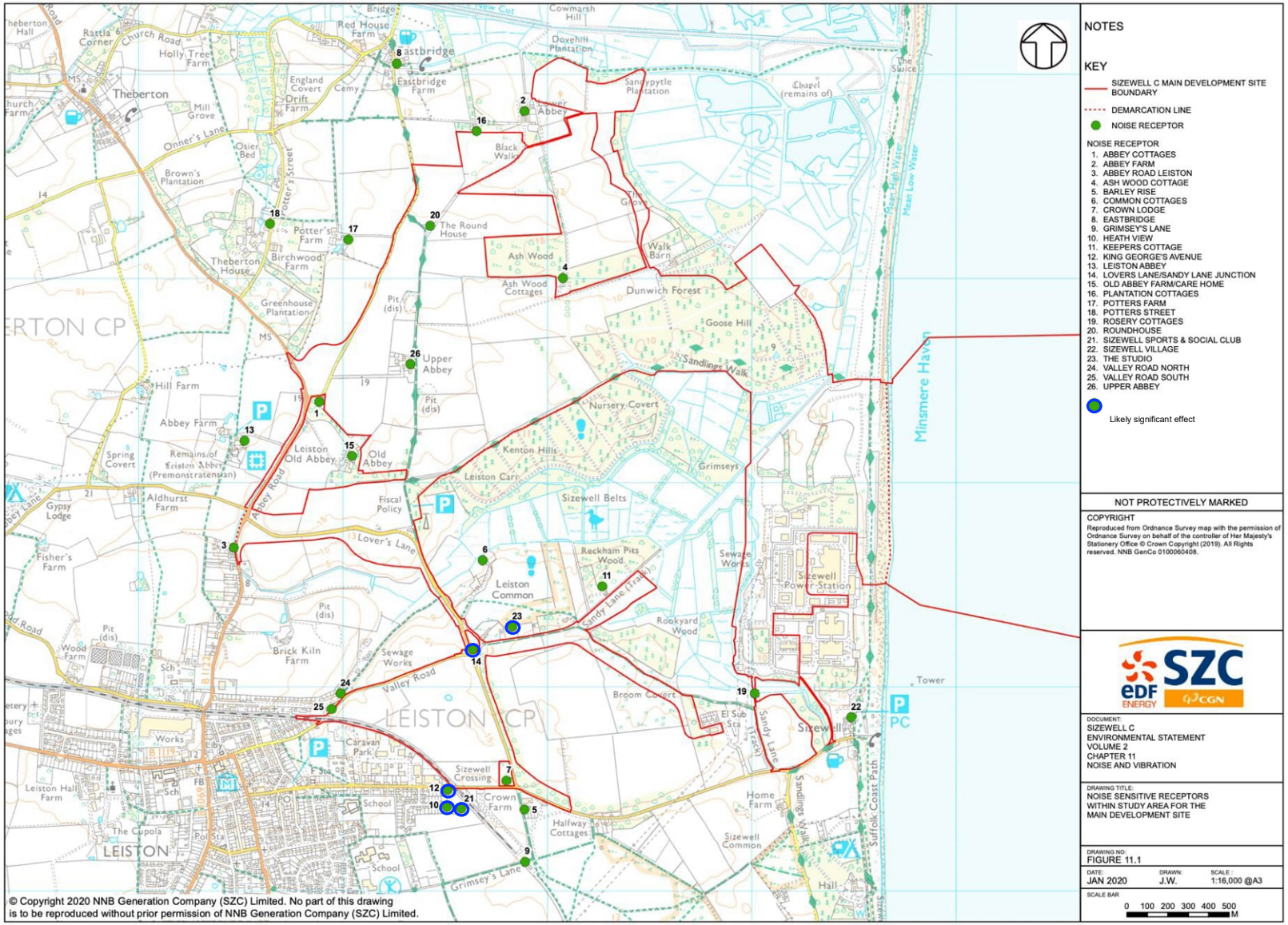


Figure B-4: Likely Significant Effects due to rail operations

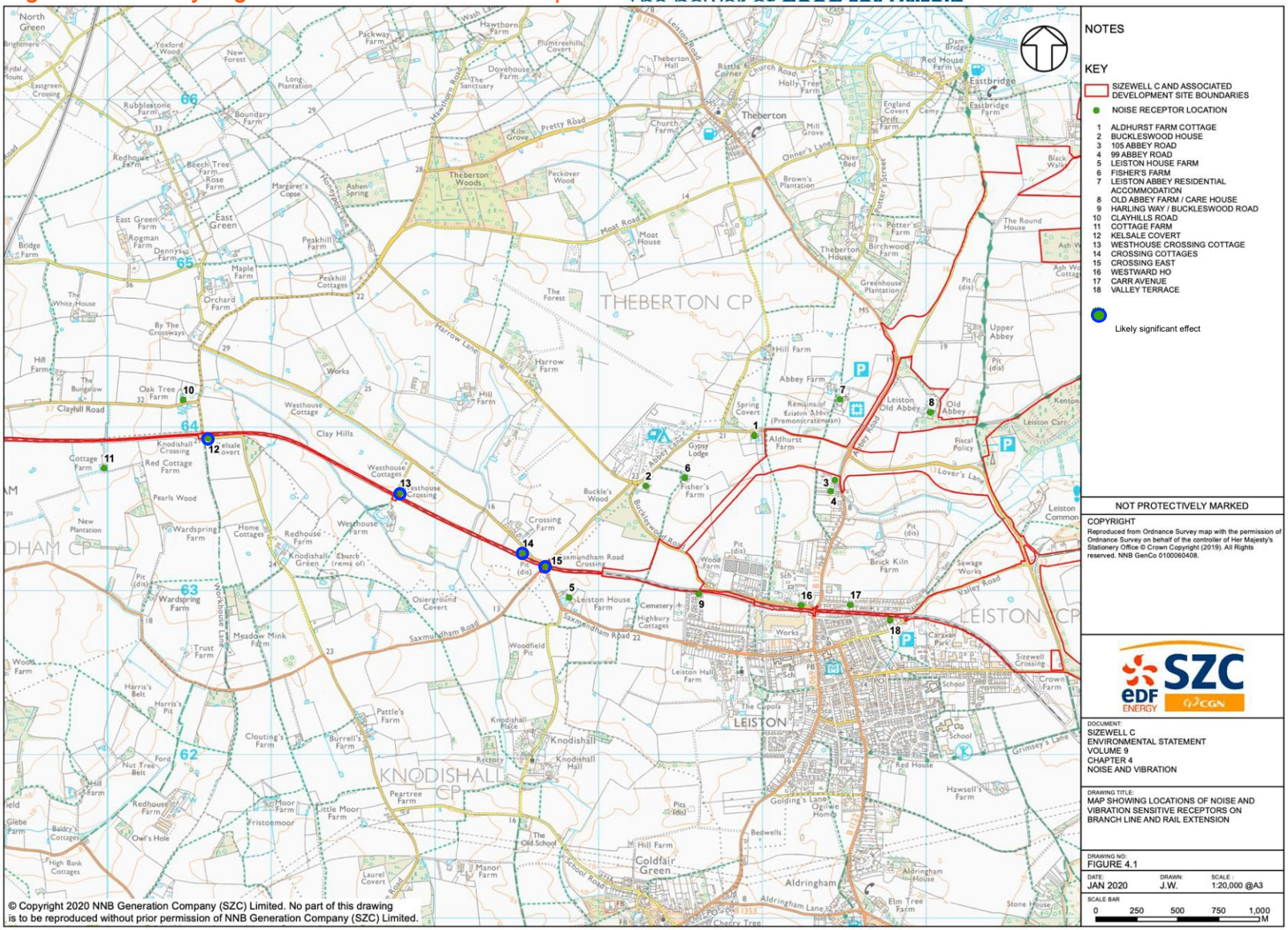
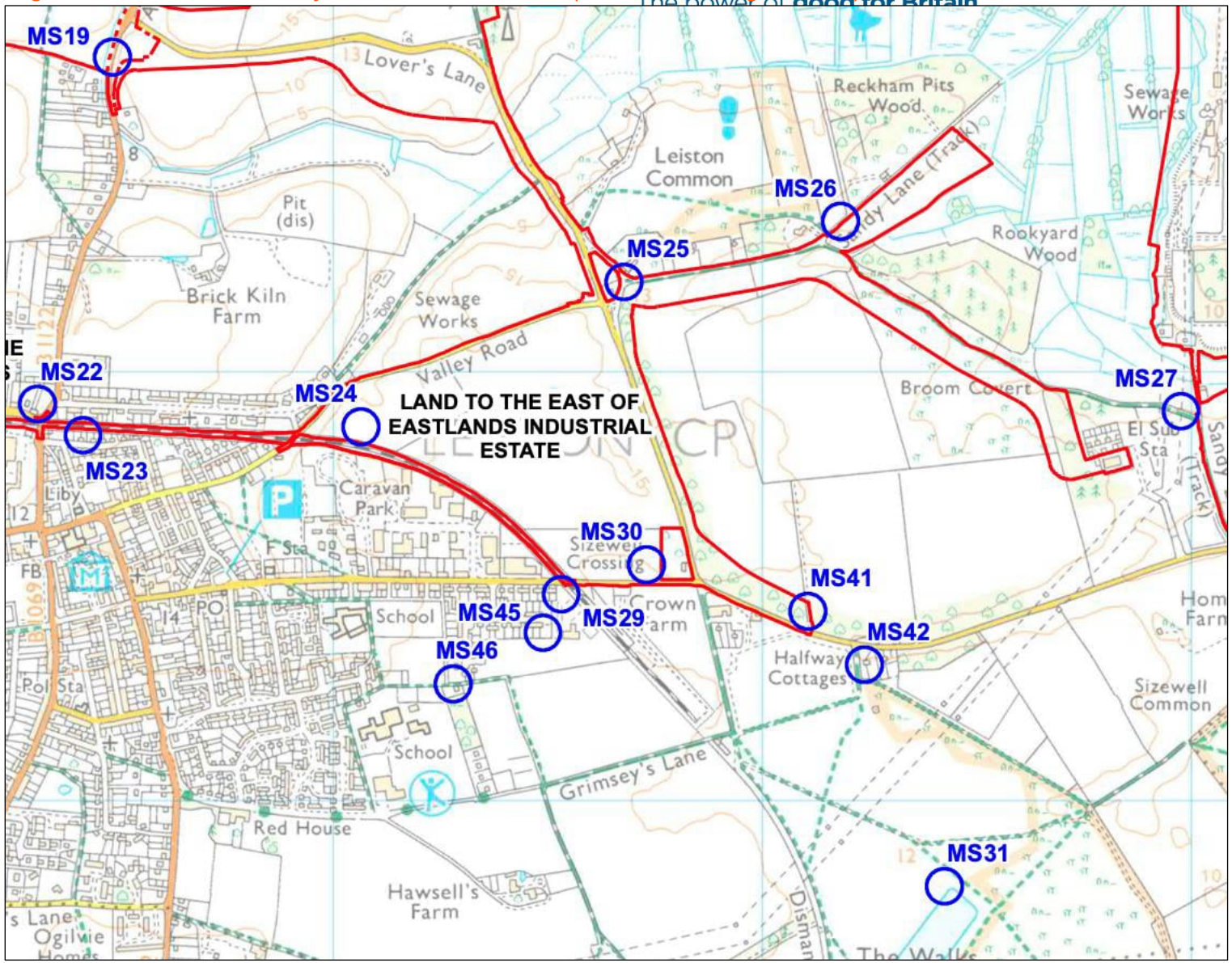


Figure B-5: Baseline survey locations – MDS ES (extract from Figure 11.2)



Sizewell C
The power of good for Britain

Figure B-6: Post-consent baseline survey location



Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Annex C: Frank Brazil Survey Details

Measurements were undertaken at a cut and bend facility in Canvey Island, operated by Frank Brazil, which is known to contain similar operations to those proposed at the Revised Construction Use. The measurements were carried out over the course of a single day on 10th October 2024.

The measurements were under taken with the equipment shown in Table C-1.

Table C-1: Sound level meter summary, Frank Brazil survey

Equipment	Serial number	Calibration Date(1)
01dB Fusion type 1 sound level meter	14025	25th July 2023
GRAS 40CD microphone	428433	
Cirrus CR515 acoustic calibrator	96159	24th July 2024
01dB Fusion type 1 sound level meter	14026	25th July 2023
GRAS 40CD microphone	446532	
Cirrus CR515 acoustic calibrator	101995	3rd September 2024
Note: (1) –laboratory or manufacturer calibration date		

The sound level meters were field-calibrated immediately before and after the measurements, using the listed acoustic calibrators. The field-calibration results are set out in Table C-2.

Table C-2: Field calibration results, Frank Brazil survey

Equipment	Start Calibration Correction	End Calibration Correction	Drift(1)(2)
Fusion 14025	+0.29	+0.29	0
Fusion 14026	+1.06	+1.01	-0.05
Notes: (1) - during the field-calibration process, the sound level meter performs an automatic internal level adjustment so that the measured value with the acoustic calibrator in place matches the output level of the acoustic calibrator. It is the difference between these calibration corrections' at the start and end of the measurements that determine the calibration drift.			

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Equipment	Start Calibration Correction	End Calibration Correction	Drift[1][2]
[2] - calibration drifts of up to ±0.5 dB are considered acceptable for short-term measurements with drifts of up to ±1.0 dB considered acceptable for longer-term measurements over several days.			

The measurements were taken in and around the Frank Brazil facility, some in close proximity to machines, and some away from any particular machines to capture the general ambient sound levels in the space. The measurements were largely internal, within the Frank Brazil building, so the weather is not relevant to the results. However, it was cold, dry and cloudy throughout the measurements.

The measured levels are set out in Table C-3.

Table C-3: Measured sound levels at Frank Brazil, Canvey Island, dB

Source	Start Time (hh:mm:ss)	Distance (m)	Duration (s)	$L_{Aeq,T}$	L_{AFmax}
Adjacent to shear	12:18:00	2.7	240	99.2	116.7
Adjacent Shear	12:30:00	3	360	96.1	121.4
Above shear	12:25:30	1.5	240	95.1	110.8
Adjacent Rebar Drop Zone (Going into Shear)	12:22:00	3	240	93.4	109.5
Adjacent Roller (Exiting Shear)	13:04:00	7.5	300	97.0	115.1
Near first conveyor	12:38:00	2	120	96.1	115.7
Near single bending machine	13:04:00	2.3	180	91.8	109.8
Bend 1	12:41:00	7	240	93.7	112.7
Bend 2	12:48:00	6.3	240	91.0	106.8
Beyond double bending machine	12:49:00	5.3	300	87.9	103.7
Elevated in middle	12:56:00	-	240	90.3	111.1

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Source	Start Time (hh:mm:ss)	Distance (m)	Duration (s)	$L_{Aeq,T}$	L_{AFmax}
Cut and Crimping	12:55:00	3	180	89.1	105.1
Cut and Crimping 2	13:27:00	3.6	300	74.7	96.4
Dextra	13:26:00	1.5	180	79.1	103.8
Saw	13:30:29	2.8	97	79.4	101.2
Decoiler	12:41:30	3	300	89.7	108.9
Crane, Bin Removal	13:35:00	7.1	240	70.2	86.5
Crane, Bin Return	13:42:00	7.1	180	72.7	91.7
Skip empty	13:40:05	12	25	89.5	101.7
Skip empty inc FL	13:38:00	12	240	80.5	101.7
Ambient	12:33:00	-	180	96.3	116.5
Ambient	13:13:00	-	300	88.8	105.6
Open door - input end	13:09:00	-	240	81.1	99.1
Open door - output end	13:17:00	-	240	88.7	110.5

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Annex D: Operational Noise Modelling Details

Steel Cut and Bend Facility modelled dimensions:

- Building Dimensions: 334m L x 60m W x 17m H
- Level Access Door Dimensions: 10m W x 5m H

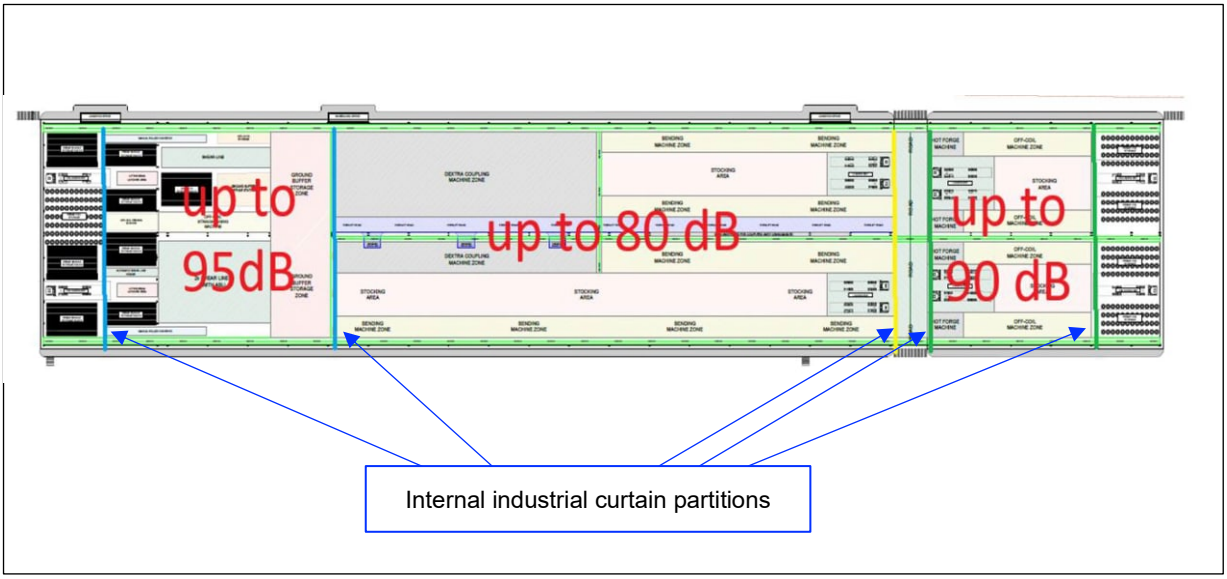
Table D-1: Sound absorption coefficients

Item	Octave band centre frequency, Hz									Effective
	31	63	125	250	500	1k	2k	4k	8k	
Concrete floor	0.02	0.02	0.03	0.03	0.03	0.03	0.04	0.07	0.07	0.05
Walls and ceilings (Kingspan sheet material)	0.07	0.07	0.25	0.20	0.10	0.15	0.10	0.08	0.15	0.11
Industrial curtain partitions	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Table D-2: Sound reduction performance values

Item	Octave band centre frequency, Hz									Effective
	31	63	125	250	500	1k	2k	4k	8k	
Wall	-(1)	11	15	31	40	41	44	50	-(1)	40
Roof	-(1)	12	16	32	41	42	45	51	-(1)	40
Doors	-(1)	7	9	12	13	14	18	21	-(1)	16
Industrial curtain partitions	3.6	3.6	2.8	3.7	6.2	7.4	8.2	8.1	8.7	7
Note: (1) – data not available for all frequency bands. Missing values assumed to be 5 dB lower at low frequencies and equal to highest values at high frequencies										

Figure D-1: Steel Cut and Bend Facility Zoning (indicative)



Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Sizewell C
The power of good for Britain

Annex E: Assessment Information

Figure E-1: Assessment locations plan

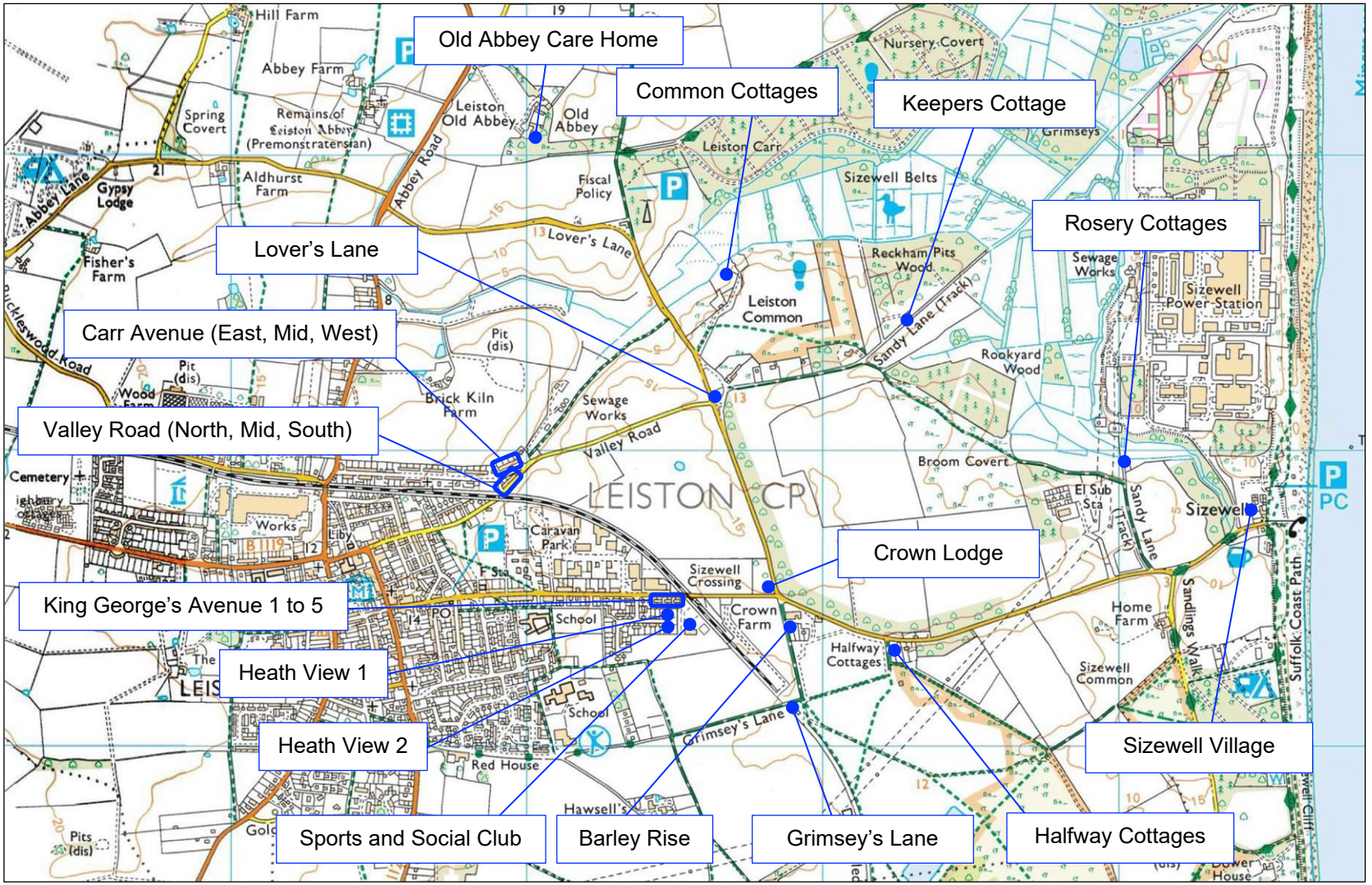


Table E-1: Assumed construction plant for 'Substructure' works

Plant Item	Reference	L_{WA}	% On-time	Number of plant
Pulverizer on excavator	Table C1, Ref 4	104	50	1
Concrete pump and a cement mixer truck	Table C4, Ref 28	103	50	4
Excavators	Table C2, Ref 19	105	50	4
Vibratory Roller	Table C2, Ref 39	102	25	2
Telescopic handler	Table C4, Ref 55	98	50	4
Handheld circular saw	Table C4, Ref 72	107	25	4
CFA piling rig	Table C3, Ref 22	108	50	1
Dozer	Table C5, Ref 12	108	50	2
Generators	Table C4, Ref 85	94	100	2

Table E-2: Assumed construction plant for 'Superstructure' works

Plant Item	Reference	L_{WA}	% On-time	Number of plant
Telescopic handler	Table C4, Ref 55	98	50	4
Generator	Table C4, Ref 85	94	100	4
Mobile telescopic crane	Table C4, Ref 39	105	50	2
Impact Wrench	Take from MDS_BMP_7	107	50	4
MEWPs	Table C4, Ref 57	95	50	4
Handheld circular saw	Table C4, Ref 72	107	5	4

Table E-3: Assumed construction plant for 'External envelope' works

Plant Item	Reference	L_{WA}	% On-time	Number of plant
Telescopic handler	Table C4, Ref 55	98	50	4
Mobile telescopic crane	Table C4, Ref 39	105	50	2
Impact Wrench	Take from MDS_BMP_7	107	50	4
MEWPs	Table C4, Ref 57	95	50	4

Table E-4: Assumed construction plant for 'Fit-out' works

Plant Item	Reference	L_{WA}	% On-time	Number of plant
Telescopic handler	Table C4, Ref 55	98	50	4
Handheld circular saw	Table C4, Ref 72	107	5	4
Impact Wrench	Take from MDS_BMP_7	107	50	4
MEWPs	Table C4, Ref 57	95	50	4

Table E-5: Assumed construction plant for 'Roads and parking' works

Plant Item	Reference	L_{WA}	% On-time	Number of plant
Dozer	Table C5, Ref 12	105	50	2
Road roller	Table C5, Ref 19	108	25	2
Asphalt paver (+ tipping lorry)	Table C5, Ref 30	103	50	2
Vibratory roller	Table C5, Ref 25	103	25	2
Excavators	Table C2, Ref 19	105	50	2

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

ANNEX C – LANDSCAPE AND VISUAL APPRAISAL

Sizewell C Limited. Registered in England and Wales. Registered No. 6937084. Registered office: 25 Copthall Avenue, London EC2R 7BP

Contents

1 Introduction 1
1.1 Overview 1
1.2 Scope 1
2 Summary of Change 1 Relevant to this Landscape and Visual Appraisal 2
3 Legislation, Planning Policy and Guidance Review 3
3.1 Legislation and Planning Policy 3
3.2 Landscape and Visual Assessment Methods 4
4 Material to Inform Appraisal 4
4.2 Zone of Theoretical Visibility (ZTV) Studies 4
4.3 Construction Phase Parameter Based Photowires 4
5 Baseline Review 5
6 Assessment of Effects 5
6.2 Construction Phase Effects 6
6.3 Operational Phase Effects 12
6.4 Potential Night-Time Effects 12
7 Proposed Mitigation 14
8 Conclusion 15
8.1 Construction Phase 15
8.2 Operational Phase 15
Figures 16

Figures

Figure 1.1.1 – Zone of Theoretical Visibility model of Previously Anticipated Construction Use Construction Parameter Zone Heights within LEEIE.
Figure 1.1.2 – Zone of Theoretical Visibility model of Change 1 Parameter Zone Heights within LEEIE.
Figure 1.1.3 – Representative Viewpoints, Existing View, Viewpoint 3: King George's Avenue, Leiston. [Procedural Decision 4 – Appendix A Figure 11].
Figure 1.1.4 – Representative Viewpoints, Construction Phase Parameters Based Photowire (Previously Anticipated Construction Use Construction Parameter Zone Heights within LEEIE) Viewpoint 3: King George's Avenue, Leiston. [Procedural Decision 4 – Appendix A Figure 12].
Figure 1.1.5 – Representative Viewpoints, Construction Phase Parameters Based Photowire (Change 1 Construction Parameter Zone Heights within LEEIE) Viewpoint 3: King George's Avenue, Leiston.
Figure 1.1.6 – Representative Viewpoints, Existing View, Viewpoint 11: Junction of Footpaths South West of Halfway Cottages. [Procedural Decision 4 – Appendix A Figure 13].

Figure 1.1.7 – Representative Viewpoints, Construction Phase Parameters Based Photowire (Previously Anticipated Construction Use Construction Parameter Zone Heights within LEEIE) Viewpoint 11: Junction of Footpaths South West of Halfway Cottages. [Procedural Decision 4 – Appendix A Figure 14].
Figure 1.1.8 – Representative Viewpoints, Construction Phase Parameters Based Photowire (Change 1 Construction Parameter Zone Heights within LEEIE) Viewpoint 11: Junction of Footpaths South West of Halfway Cottages.
Figure 1.1.9 – Representative Viewpoints, Existing View, Viewpoint 27: Footpath Valley Road Allotments, Leiston. [Procedural Decision 4 – Appendix A Figure 15].
Figure 1.1.10 – Representative Viewpoints, Construction Phase Parameters Based Photowire (Previously Anticipated Construction Use Construction Parameter Zone Heights within LEEIE) Viewpoint 27: Footpath Valley Road Allotments, Leiston. [Procedural Decision 4 – Appendix A Figure 16].
Figure 1.1.11 – Representative Viewpoints, Construction Phase Parameters Based Photowire (Change 1 Construction Parameter Zone Heights within LEEIE) Viewpoint 27: Footpath Valley Road Allotments, Leiston.
Figure 1.1.12 – Representative Viewpoints, Existing View, Viewpoint 32: Footway Adjacent to Valley Road, North of Railway Overbridge. [Procedural Decision 4 – Appendix A Figure 17].
Figure 1.1.13 – Representative Viewpoints, Construction Phase Parameters Based Photowire (Previously Anticipated Construction Use Construction Parameter Zone Heights within LEEIE) Viewpoint 32: Footway Adjacent to Valley Road, North of Railway Overbridge. [Procedural Decision 4 – Appendix A Figure 18].
Figure 1.1.14 – Representative Viewpoints, Construction Phase Parameters Based Photowire (Change 1 Construction Parameter Zone Heights within LEEIE) Viewpoint 32: Footway Adjacent to Valley Road, North of Railway Overbridge.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Acronyms and Abbreviations

AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty (now National Landscape)
DCO	Development Consent Order
ES	Environmental Statement
LCT	Landscape Character Types
LEEIE	Land East of Eastlands Industrial Estate
LURA	Levelling-up and Regeneration Act 2023
LVA	Landscape and Visual Appraisal
LVIA	Landscape and Visual Impact Assessment
NPPF	National Planning Policy Framework
SZC	Sizewell C Limited
ZTV	Zone of Theoretical Visibility

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

1 Introduction

1.1 Overview

1.1.1 Sizewell C Limited ('SZC') is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft and to the north-east of the town of Leiston.

1.1.2 Consent to construct the power station is provided through 'The Sizewell C (Nuclear Generating Station) Order 2022' ('the DCO').

1.1.3 Requirement 13 in Schedule 2 to the DCO provides that construction works carried out as part of the authorised development must be carried out in accordance with the Construction Method Statement and the Construction Parameter Plans listed in the requirement unless otherwise approved by East Suffolk Council ('ESC').

1.1.4 At the time of the grant of the DCO, it was envisaged that the Land East of Eastlands Industrial Estate ('LEEIE') would be used as a caravan park and associated works. This is secured as Zone C13 in the Construction Parameter Plan and Construction Method Statement. The proposed change from a caravan park to an Integrated Reinforcement Yard is Change 1 in this application.

1.1.5 The LEEIE railhead, on which construction material such as tunnel segments would be delivered, is already under construction and approved under the DCO. Extending the period of use of the LEEIE railhead, such that it is operational simultaneously with the Temporary Construction Area railhead, is Change 2 in this application. Change 2 does not introduce new built form, lighting or physical works and does not alter the scale or appearance of development assessed at DCO stage. On this basis, there is no potential for new or materially different likely significant landscape or visual effects and it is not considered as part of this appraisal.

1.1.6 To handle delivery of the tunnel segments at LEEIE, SZC also intends to construct and operate a Marine Tunnel Segment Storage ('MTSS') yard in Zone C14 of the LEEIE. This does not form part of the NMC application as it is considered to fall within the scope of the approved parameters. However, for completeness the potential combined effects of the MTSS yard with the Integrated Reinforcement Yard are considered in this appraisal, including the proposed change in height parameters needed for its construction and removal. The change in height parameters is captured under Change 1.

1.1.7 The assumed use of Zones C13 and C14 of the LEEIE for the purpose of the Environmental Statement relied upon by the Secretary of State in determining to make the DCO (the "ES") is referred to in this appraisal as the "Previously Anticipated Construction Use".

1.2 Scope

1.2.1 This Landscape and Visual Appraisal (LVA) has been prepared as an appendix to the Environmental Compliance Report (the 'Report) which accompanies and supports a Non-Material Change application ('NMC1') made under section 153 and paragraph 2 of Schedule 6 of the Planning Act 2008.

1.2.2 The LVA demonstrates that the use of the Land East of Eastlands Industrial Estate (LEEIE) as an Integrated Reinforcement Yard (Change 1) would not give rise to any new or materially different likely significant environmental effects from those of the Previously Anticipated Construction Use set out in the environmental information submitted for the DCO.

1.2.3 The LVA is structured as follows:

- Section 2 summarises the elements of Change 1 that are relevant to the LVA.
- Section 3 identifies changes to legislation, policy and guidance relevant to the LVA.
- Section 4 describes the visual material prepared to inform the LVA.
- Section 5 provides an overview of the baseline, identifying any changes since the DCO was granted, relevant to the LVA.
- Section 6 presents an assessment of the potential for new or materially different likely significant environmental effects on landscape fabric, landscape character, visual receptors and designated and defined landscapes to arise from Change 1 from those assessed for the Previously Anticipated Construction Use. The assessment focuses on the construction phase, and use of the LEEIE as an Integrated Reinforcement Yard (Change 1) during this period, and the operation phase of Sizewell C (following restoration of the LEEIE).
- Section 7 describes potential night-time effects.
- Section 8 describes measures to reduce potential adverse landscape and visual effects that are embedded in the scheme design for Change 1.
- Section 9 provides the conclusion of the LVA.

2 Summary of Change 1 Relevant to this Landscape and Visual Appraisal

2.1.1 Change 1 is necessary to amend the Construction Method Statement and Construction Parameter Plans, which currently envisage the use of the LEEIE as a temporary caravan park and therefore need to be updated to facilitate its use as an Integrated Reinforcement Yard and laydown area.

2.1.2 Further details of Change 1 are provided in the Application Report and main body of the Environmental Compliance Report. Matters of relevance to the LVA are as follows:

- Change 1 does not require any changes to the maximum height parameters (general condition) of any of the construction zones within LEEIE.
- Change 1 introduces new maximum height parameters (exceptional condition) within Zone C13 and a reduction in the maximum height parameter (exceptional condition) within construction zone 14.
- Change 1 subdivides construction zones C13 and C14 to limit the areas of the LEEIE in which the maximum height parameters (exceptional condition) will be required.
- The maximum height parameters (exceptional condition) within construction zone C13a and C14b in Change 1 are required for the use of extendable cranes for time

limited periods during the construction and decommissioning of the Steel Cut and Bend Facility (within the Integrated Reinforcement Yard) and installation and removal of the gantry cranes (equipped with a magnetic lifting beam) that will be used to offload steel reinforcement from the rail wagons.

- Change 1 is fully within the DCO Order Limits.
- Change 1 would introduce several temporary facilities, activities and structures within the LEEIE that are different in nature to the Previously Anticipated Construction Use. However, Change 1 is consistent with LEEIE's function as supporting the construction of Sizewell C.

3 Legislation, Planning Policy and Guidance Review

3.1 Legislation and Planning Policy

3.1.1 Overarching legislation and policy of relevance to the Sizewell C Project across disciplines was set out in Volume 1, Chapter 3 of the ES, with details relevant to the Landscape and Visual Impact Assessment of the Main Development Site (which includes LEEIE) summarised in Volume 2, Chapter 13 of the ES.

3.1.2 Since the original ES was undertaken, some legislation, policy and guidance has been updated and new legislation, policy and guidance has been introduced/adopted. A summary of new/amended key documents relevant to landscape and visual matters is presented below:

a) National

3.1.3 Section 245 (Protected Landscapes) of the Levelling-up and Regeneration Act 2023 (LURA) amends the duty on relevant authorities in respect of their functions which affect land in National Parks, National Landscapes, and the Norfolk and Suffolk Broads (collectively referred to as Protected Landscapes) in England. Relevant authorities must now 'seek to further' the statutory purposes of Protected Landscapes. This replaces the previous duty on relevant authorities to 'have regard to' their statutory purposes. Guidance for relevant authorities on this matter was published by the Department for Environment, Food & Rural Affairs on 16 December 2024.

3.1.4 Overarching National Policy Statement for Energy (NPS EN-1) that came into force on 6 January 2026 contains details regarding the consideration of landscape and visual impact and design. It includes explicit reference to Heritage Coasts, and applicants consulting Seascape Character Assessments and Marine Plan Seascape Character Assessments.

3.1.5 National Policy Statement for Nuclear Power Generation (NPS EN-6) was published on 23 July 2011 and remains a relevant consideration. on 12 November 2025, the Department for Energy Security and Net Zero published the National Policy Statement for Nuclear Energy Generation (NPS EN-7). It was last updated on 18 December 2025. EN-7 refers to the Landscape and Visual section of EN-1 as setting out the generic landscape and visual impacts of major energy infrastructure, and provides details of considerations for landscape, heritage significance and visual impacts relevant to nuclear infrastructure in sections 2.9.44 - 2.9.57.

3.1.6 National Planning Policy Framework (NPPF). An updated NPPF was published on 7 February 2025. In December 2025 consultation was launched on a revised NPPF. The consultation closed on 10 March 2026.

b) Local

3.1.7 Previous plans and policies in East Suffolk were Superseded on 23rd September 2020 with the adoption of the East Suffolk Council – Suffolk Coastal Local Plan.

3.1.8 The Suffolk Coast and Heaths Area of Outstanding Natural Beauty Management Plan 2018-2023 has been replaced by the Suffolk and Essex Coast and Heaths National Landscape Management Plan 2023-2028.

3.1.9 The Suffolk Coast and Heaths AONB Position Statement - Obtrusive Lighting in the Suffolk Coast and Heaths Area of Outstanding Natural Beauty has been superseded by the Lighting Design Guide – Dedham Vale National Landscape and Coast and Heaths National Landscape, July 2023.

3.1.10 The Suffolk Coast and Heaths AONB Partnership Position Statement – Development in the Setting of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) has been superseded by Development in the setting of the Suffolk Coast & Heaths AONB (January 2024).

3.2 Landscape and Visual Assessment Methods

3.2.1 The assessment methodology for the LVIA in Volume 2, Chapter 13 of the ES and this LVA is based primarily upon the third edition of the Guidelines for Landscape and Visual Impact Assessment (Landscape Institute and IEMA, 2013).

4 Material to Inform Appraisal

4.1.1 The following visual aids have been prepared and are provided with this LVA.

4.2 Zone of Theoretical Visibility (ZTV) Studies

4.2.1 ZTV studies illustrate the potential (theoretical) visibility of the maximum height parameters for the Previously Anticipated Construction Use (Figure 1.1.1) and Change 1 (Figure 1.1.2). A distinction is made on the ZTVs between the theoretical visibility of the general condition and exceptional condition height parameters.

4.2.2 Figure 1.1.1 and Figure 1.1.2 also illustrate the locations of representative viewpoints for which visualisations have been prepared and that are referenced in the LVA (details below).

4.3 Construction Phase Parameter Based Photowires

4.3.1 Photowires (Figure 1.1.3 to Figure 1.1.14) have been prepared to illustrate the maximum height parameters (general condition and exceptional condition) for the Previously Anticipated Construction Use and Change 1 from the following representative viewpoint locations .

- Viewpoint 3: King George's Avenue, Leiston;
- Viewpoint 11: Junction of footpaths, south west of Halfway Cottages;
- Viewpoint 27: Footpath, Valley Road Allotments, Leiston; and

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

- Viewpoint 32: Footway adjacent to Valley Road, north of railway overbridge.

4.3.2 For each representative viewpoint the sequence of the visualisations is as follows:

- Sheet 1- illustrates the baseline view (prior to construction of Sizewell C commencing).
- Sheet 2 – illustrates the general condition parameter extents and heights [top] and exceptional condition parameter extents and heights [bottom] of the Previously Anticipated Construction Use in the LEEIE.
- Sheet 3 – illustrates the general condition parameter extents and heights [top] and exceptional condition parameter extents and heights [bottom] of Change 1.

4.3.3 The photowires of the Previously Anticipated Construction Use replicate those within the material submitted during the DCO examination at the request of the Examining Authority.

5 Baseline Review

5.1.1 Excluding changes associated with the commencement of the construction of Sizewell C, site visits undertaken in 2024 and 2025 indicate that the baseline conditions, landscape character and elements and features influencing views and visual amenity within the area surrounding the LEEIE, remain consistent with those assessed in Volume 2, Chapter 13 of the ES.

5.1.2 The boundaries of the Suffolk and Essex Coast and Heaths National Landscape (previously referred to as the Suffolk Coast and Heaths Area of Outstanding Natural Beauty) and Suffolk Heritage Coast remain unchanged locally and no new Tree Preservation Orders have been identified within or in proximity to the LEEIE since the ES was prepared on the basis of the Previously Anticipated Construction Use.

5.1.3 The only relevant change to the landscape and visual baseline is that the Wild Aldhurst Nature Reserve, which is north of LEEIE, has formally opened to the public. Wild Aldhurst was previously farmland, and the creation of the nature reserve has gradually transformed the site into a mosaic of open water, reedbed and scrubby habitats and areas for recreation. Volume 2, Chapter 13 of the ES refers to the Aldhurst Farm habitat creation area (rather than Wild Aldhurst) within the description of Visual Receptor Group 16: North of Leiston. The area of Wild Aldhurst is within the Estate Sandlands Landscape Character Type and outside both the Suffolk and Essex Coast and Heaths National Landscape and Suffolk Heritage Coast.

6 Assessment of Effects

6.1.1 ZTV modelling (Figure 1.1.1 and Figure 1.1.2) illustrates that the extent of theoretical visibility of the maximum height parameters (general condition and exceptional condition) for the Previously Anticipated Construction Use and Change 1 are, for the most part, identical in proximity to the LEEIE and across the full extent of the study area.

6.1.2 It is assessed that no new landscape or visual receptors would be affected by Change 1 to those considered within Volume 2, Chapter 13 of the ES.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

6.2 Construction Phase Effects

a) Potential Effects on landscape fabric

6.2.1 Change 1 does not require the removal of any additional lengths of hedgerow or established trees around the perimeter of the LEEIE to those removed (or to be removed) as part of the Previously Anticipated Construction Use.

6.2.2 Therefore, there would be no new or materially different likely significant environmental effects on the fabric of the landscape to those described in the environmental information [Volume 2, Chapter 13 of the ES] as a result of Change 1.

b) Potential Effects on Landscape character

6.2.3 Volume 2, Chapter 13 of the ES records that effects on landscape character during the construction phase would involve the transformation of areas of countryside to become construction sites and compounds, entailing both physical change and changes to views and perceptual characteristics.

6.2.4 It assesses that large scale effects on landscape character would arise across the Main Development Site area (including LEEIE) and that large and medium scale effects would, in places, extend beyond the Main Development Site boundary to encompass those areas directly adjoining the Main Development Site and/or enclosed by more than one area of the site due to close views of construction activity. It adds that the scale of visual effect declines with distance due to intervening vegetation, and this factor would also limit the sense of proximity to the construction work and the degree to which it affects character. Where views towards the Main Development Site, or wide panoramic views, are not a key characteristic – as is the case for most of the inland areas - effects would be small scale, reducing to negligible scale beyond approximately 1km from the Main Development Site boundary.

6.2.5 As illustrated on Figure 13.4 (Landscape and Seascape Character) within Volume 2, Chapter 13 of the ES, LEEIE is within the Estate Sandlands landscape character type (LCT). Within 1km of LEEIE, the lower lying areas of the Coastal Levels LCT within the Sizewell Belts are separated from LEEIE by rising landform and established trees and woodlands. The eastern extent of the extensive Ancient Estate Claylands LCT is west and north of LEEIE, separated from LEEIE by Leiston and built development and established vegetation along Abbey Road and Abbey Lane.

6.2.6 Due to the nature of Change 1, the distance of LEEIE from other LCTs and the intervening land uses, landform and vegetation, it is assessed that the potential for new or materially different likely significant environmental effects to landscape character would be limited to the following Landscape Character Type (LCT):

- Estate Sandlands LCT.

c) Estate Sandlands Landscape Character Type

6.2.7 There are two extensive areas of the Estate Sandlands LCT within the study area - one comprising the majority of the Main Development Site (including the LEEIE) and extending southwards towards Snape and Aldeburgh, and the other to the north – separated from the Main Development Site by the Minsmere Nature Reserve and extending towards Southwold and Wangford.

6.2.8 Volume 2, Chapter 13 of the ES records that the existing Sizewell A and Sizewell B power stations, pylons and substations north of Sizewell Gap affect the character in the

area to the southwest of the Main Development Site, reducing the susceptibility of landscape character. Susceptibility in this area is judged to be medium and this area is of national value (due to the presence of the Suffolk and Essex Coast and Heaths National Landscape and Suffolk Heritage Coast). Further inland from the Main Development Site susceptibility increases to high–medium, and the area is of community value. Taking these judgements together, the Estate Sandlands LCT is assessed to be of high–medium sensitivity.

6.2.9 Volume 2, Chapter 13 of the ES records that large and medium scale effects would occur within the Estate Sandlands LCT to the east of Abbey Lane, north of Sizewell Gap and south of Eastbridge and The Grove, within or in close proximity to the Main Development Site (including the LEEIE). These large and medium scale effects would arise from the physical impacts of construction on the key characteristics of the LCT and modification of existing field patterns and presence of construction works and plant, including cranes.

6.2.10 The area of the 75m AOD maximum height parameter (exceptional condition) has been reduced in size in Change 1 compared to the Previously Anticipated Construction Use, reducing the extent of LEEIE in which tower cranes would be visible from within the Estate Sandlands LCT. Extendable cranes within construction zones C13a and C14b that are required for the construction and decommissioning of the Steel Cut and Bend Facility (within the Integrated Reinforcement Yard) and installation and removal of the gantry cranes would be in use for time limited periods and seen in the context of other construction activity and plant within LEEIE.

6.2.11 It is assessed that Change 1 would not increase the area across which large and medium scale effects would occur within the Estate Sandlands LCT. Whilst Change 1 is different in nature to the Previously Anticipated Construction Use, it is consistent with LEEIE's function supporting the construction of Sizewell C and any changes to characteristic views from within the Estate Sandlands LCT would be similar in nature (i.e. to a construction site) and experienced in the context of consented construction works within the remainder of LEEIE, and other areas within the Main Development Site.

6.2.12 As presented in Volume 2, Chapter 13 of the ES the effects of the Previously Anticipated Construction Use on the Estate Sandlands LCT are assessed to affect a localised extent and would be of high-medium magnitude, major-moderate (significant) and adverse. It is assessed that there would be no new or materially different likely significant environmental effects on the Estate Sandlands LCT to those described in the environmental information (Volume 2, Chapter 13 of the ES) as a result of Change 1.

d) Potential Effects on Visual Receptors

6.2.13 Volume 2, Chapter 13 of the ES presents an assessment of the effects of the Previously Anticipated Construction Use on a range of visual receptors as follows:

- Visual Receptor Groups, in which visual receptors are grouped into discrete geographic areas based on the settlement hierarchy and similar characteristics (e.g. topography, land cover) and predicted visibility of the proposed development;
- visual receptors using key routes; and
- visual receptors at locations where a particular view of the landscape is a prominent and distinctive element (specific views).

6.2.14 Due to the nature of Change 1, the distance between LEEIE from some visual receptors and intervening land uses, landform and vegetation cover, it is assessed that the

potential for new or materially different likely significant environmental effects arising from Change 1 would be limited to the following visual receptors:

- Visual Receptor Group 15 (Sizewell Belts);
- Visual Receptor Group 16 (North of Leiston);
- Visual Receptor Group 17 (Leiston);
- Visual Receptor Group 19 (Aldringham Common and the Walks); and
- Users of recreational routes - Suffolk Coast Path, Sandlings Walk and future England Coast Path (including realigned routes during the construction phase).

6.2.15 The location of Visual Receptor Groups is illustrated on Figure 13.8 (Visual Receptor Groups Detail) within Volume 2, Chapter 13 of the ES.

i) Visual Receptor Groups

6.2.16 Volume 2, Chapter 13 of the ES records that large and large–medium scale effects would arise for more open views close to the Main Development Site (including the LEEIE). It also records that residents within settlements and users of local roads and local footpaths within Visual Receptor Group 16 and Visual Receptor Group 17 are judged to have a high–medium sensitivity. This increases to high sensitivity within Visual Receptor Group 15 and Visual Receptor Group 19 which are located within the Suffolk and Essex Coast and Heaths National Landscape (previously referred to as the Suffolk Coast and Heaths Area of Outstanding Natural Beauty) where views contribute to the natural beauty and special qualities of the landscape.

Visual Receptor Group 15: Sizewell Belts

6.2.17 Change 1 reduces the area of the 75m AOD maximum height parameter (exceptional condition) within LEEIE compared to the Previously Anticipated Construction Use. This would reduce the extent of LEEIE in which tower cranes would be visible from within Visual Receptor Group 15, compared to the Previously Anticipated Construction Use, albeit they would be marginally closer to some visual receptors. Extendable cranes within the northern part of LEEIE (construction zones C13a and C14b) that are required for the construction and decommissioning of the Steel Cut and Bend Facility (within the Integrated Reinforcement Yard) and installation and removal of the gantry cranes would be in use for time limited periods and would be seen from within Visual Receptor Group 15 in the foreground of other construction activity and plant within LEEIE. Therefore, it is assessed that the extent of visual effects for Change 1 would remain as previously assessed for the Previously Anticipated Construction Use.

6.2.18 Volume 2, Chapter 13 of the ES records that in views where elements of construction activity are visible, effects would tend to be large–medium to medium scale, reducing to small scale for more restricted views, and increasing to large scale during periods when exceptionally large plant is in use. Whilst Change 1 is different in nature to the Previously Anticipated Construction Use it is consistent with the LEEIE's function as supporting the construction of Sizewell C in views from within this Visual Receptor Group. It is assessed that the scale of effects would remain as previously assessed and the effects of the development (with Change 1) would remain high–medium magnitude, major to major–moderate (significant) and adverse. It is assessed that there would be no new or materially different likely significant environmental effects on visual receptors within Visual Receptor Group 15 to those described in Volume 2, Chapter 13 of the ES as a result of Change 1.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Visual Receptor Group 16: North of Leiston

6.2.19 Change 1 reduces the area of the 75m AOD maximum height parameter (exceptional condition) within LEEIE compared to the Previously Anticipated Construction Use. This would reduce the extent of LEEIE in which tower cranes would be visible from within Visual Receptor Group 16 (generally in views south and south-east), compared to the Previously Anticipated Construction Use, albeit they would be marginally closer to some visual receptors, notably from publicly accessible locations in the southern area of Wild Aldhurst. Extendable cranes within the northern part of LEEIE (construction zones C13a and C14b) that are required for the construction and decommissioning of the Integrated Reinforcement Yard and installation and removal of the gantry cranes would be in use for time limited periods and would be seen from within Visual Receptor Group 16 in the foreground of other construction activity and plant within LEEIE. Therefore, it is assessed that the extent of visual effects would remain as previously assessed.

6.2.20 Appendix 13F of Volume 2, Chapter 13 of the ES records that effects on this Visual Receptor Group, including visitors to Wild Aldhurst, would arise from the close proximity of the construction works within LEEIE. More distant and intermittent views of construction inside the main power station platform, mainly tall cranes, would also be available. It adds that hedgerows tend to limit views from roads and successive layers of trees and/or buildings increasingly limit views towards the Main Development Site (including LEEIE) from further west, such that views would tend to be of taller plant seen above intervening trees and buildings. The long-term visual effects would tend to be medium scale, increasing to large scale when the taller cranes are operational and would affect a localised extent.

6.2.21 Whilst Change 1 is different in nature to the Previously Anticipated Construction Use, it is consistent with the LEEIE's function as supporting the construction of Sizewell C in views from within this Visual Receptor Group. The most notable change from the Previously Anticipated Construction Use would be from the introduction of the Steel Cut and Bend Facility in the northern part of LEEIE. In close range views towards LEEIE from the north from within this Visual Receptor Group (such as locations along Valley Road, Lover's Lane and within Wild Aldhurst), this would be prominent in views southwards to LEEIE but would also screen views to the majority of construction activity in the remainder of LEEIE further south, except taller plant such as tower cranes when these are in operation.

6.2.22 It is assessed that, on balance, the scale of effects would remain as previously assessed i.e. medium scale, increasing to large scale when the taller cranes are operational and, overall, the effects of the development (with Change 1) would remain of medium magnitude, moderate (not significant) and adverse. It is assessed that there would be no new or materially different likely significant environmental effects on visual receptors within Visual Receptor Group 16 to those described in Volume 2, Chapter 13 of the ES as a result of Change 1.

Visual Receptor Group 17: Leiston

6.2.23 As illustrated on Figures 1.1.3 – 1.1.5 (Viewpoint 3: King George's Avenue Leiston); Figures 1.1.9- 1.1.11 (Viewpoint 27: Footpath, Valley Road Allotments, Leiston) and Figures 1.1.12 – 1.1.14 (Viewpoint 32: Footway adjacent to Valley Road, north of railway overbridge) Change 1 would result in a reduction in the area within LEEIE in which tower cranes, up to a maximum height of 75m AOD (exceptional condition), would be visible from within this Visual Receptor Group compared to the Previously Anticipated

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Construction Use. Extendable cranes within the northern part of LEEIE (construction zones C13a and C14b) that are required for the construction and decommissioning of the Integrated Reinforcement Yard and installation and removal of the gantry cranes would be visible from within Visual Receptor Group 17. These would be visible for time limited periods, and seen in the context of other construction activity and plant within LEEIE. Therefore, it is assessed that the extent of visual change resulting from Change 1 would remain as previously assessed for the Previously Anticipated Construction Use.

6.2.24 Appendix 13F of Volume 2, Chapter 13 of the ES records that views of construction activity from within this Visual Receptor Group would be largely screened by a combination of buildings trees and/or terrain, such that views would be limited to glimpses of taller plant above trees. It adds that the most open views would be from the allotments – refer to Figures 1.1.9 – 1.1.11 (Viewpoint 27: Footpath, Valley Road Allotments, Leiston) from where views of the upper section of cranes within LEEIE (and potentially the rest of Main Development Site) would be possible. Whilst Change 1 is different in nature to the Previously Anticipated Construction Use, it is consistent with LEEIE's function as supporting the construction of Sizewell C in views from within this Visual Receptor Group. It is assessed that on balance, the scale of effects would remain as previously assessed and the effects of the development (with Change 1) would remain of low magnitude, slight (not significant) and adverse. It is assessed that there would be no new or materially different likely significant environmental effects on visual receptors within Visual Receptor Group 17 to those described in Volume 2, Chapter 13 of the ES as a result of Change 1.

Visual Receptor Group 19: Aldringham Common and the Walks

6.2.25 As illustrated on Figures 1.1.6 – 1.1.8 (Viewpoint 11: Junction of footpaths, south west of Halfway Cottages) Change 1 would result in a reduction in the area within LEEIE in which tower cranes up to a maximum height of 75m AOD (exceptional condition) would be visible from within this Visual Receptor Group compared to the Previously Anticipated Construction Use. Extendable cranes within the northern part of LEEIE (construction zones C13a and C14b) that are required for the construction and decommissioning of the Integrated Reinforcement Yard and installation and removal of the gantry cranes would be in use for time limited periods and would be seen in views north / north west from within Visual Receptor Group 19 behind other construction buildings, activity and plant within LEEIE. Therefore, it is assessed that the extent of visual change resulting from Change 1 would remain as previously assessed for the Previously Anticipated Construction Use.

6.2.26 Appendix 13F of Volume 2, Chapter 13 of the ES records that views of construction activity from within Visual Receptor Group would vary and views from more open areas would be to construction activity within the main development site (and LEEIE) over existing vegetation, with some views towards the main power station platform behind existing pylons and power station structures. Whilst Change 1 is different in nature to the Previously Anticipated Construction Use, it is consistent with LEEIE's function as supporting the construction of Sizewell C in views from within this Visual Receptor Group. It is assessed that, on balance, the scale of effects would remain as previously assessed and the effects of the development (with Change 1) would remain of medium-low magnitude, moderate (not significant) and adverse. It is assessed that there would be no new or materially different likely significant environmental effects on visual receptors within Visual Receptor Group 19 to those described in Volume 2, Chapter 13 of the ES as a result of Change 1.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

ii) Potential Effects on Key Routes (Recreational)

6.2.27 Users of recreational routes are assessed to be of high sensitivity.

6.2.28 Change 1 reduces the area of the 75m AOD maximum height parameter (exceptional condition) within LEEIE compared to the Previously Anticipated Construction Use. This would reduce the extent of LEEIE in which tower cranes would be visible from the key walking routes, compared to the Previously Anticipated Construction Use, albeit they would be marginally closer to some visual receptors using these routes. Extendable cranes within the northern part of LEEIE (construction zones C13a and C14b) that are required for the construction and decommissioning of the Integrated Reinforcement Yard) and installation and removal of the gantry cranes would be in use for time limited periods and would be seen in the foreground of other construction activity and plant within LEEIE in views from the north. It is assessed that the extent of visual effects on visual receptors along the key recreational routes of the Suffolk Coast Path, Sandlings Walk and future England Coast Path (including realigned routes during the construction phase) resulting from Change 1 would remain as previously assessed for the Previously Anticipated Construction Use.

6.2.29 Volume 2, Chapter 13 of the ES records that in those views where elements of construction are visible, effects would tend to be large and medium scale, as the routes pass the site reducing to small scale within occasional glimpsed views within approximately 5km of the site boundary. Whilst Change 1 is different in nature to the Previously Anticipated Construction Use, it is consistent with LEEIE's function as supporting the construction of Sizewell C in views from these key routes. It is assessed that the scale of effects would remain as previously assessed and the effects of the development (with Change 1) would remain high - medium magnitude, major to major - moderate (significant) and adverse. It is assessed that there would be no new or materially different likely significant environmental effects on visual receptors on users of the key recreational routes of the Suffolk Coast Path, Sandlings Walk and future England Coast Path (including realigned routes during the construction phase) to those described in Volume 2, Chapter 13 of the ES as a result of Change 1.

e) Potential Effects on Designated/Defined Landscapes

i) Suffolk and Essex Coast and Heaths National Landscape

6.2.30 LEEIE is located adjacent to the western boundary of the Suffolk and Essex Coast and Heaths National Landscape (previously referred to as the Suffolk Coast and Heaths Area of Outstanding Natural Beauty) and can be regarded as falling within its setting.

6.2.31 With reference to the assessment of the effects on landscape character and visual effects and effects on the natural beauty and special qualities indicators of the designated landscape, Volume 2, Chapter 13 of the ES records that significant effects of the Previously Anticipated Construction Use on the National Landscape would occur within the approximate area between the southern edge of Dunwich Heath (adjacent to the Coastguard Cottages) to just south of Eastbridge, and along the western boundary of the National Landscape (until the northern edge of the Walks) during the construction phase. It adds that there would also be significant effects on the setting of a limited section of the National Landscape because of construction activity outside but immediately adjacent to the designated area. This would mainly arise from construction activity around the accommodation campus and entrance plaza between Bridleway 19 and Abbey Road (B1122), and construction activity on LEEIE adjacent to the National

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Landscape boundary along Lover's Lane. The assessment records that significant effects from construction activity on the natural beauty indicators and special qualities of the National Landscape would extend over a limited extent of the designation. However, the overall integrity and resilience of the wider designated landscape would not be compromised.

6.2.32 Whilst Change 1 is different in nature to the Previously Anticipated Construction Use, it is consistent with LEEIE's function as supporting the construction of Sizewell C and it is assessed that the effects on the designated area's natural beauty indicators and special qualities would remain as previously assessed. It is assessed that there would be no new or materially different likely significant environmental effects on the Suffolk and Essex Coast and Heaths National Landscape to those described in Volume 2, Chapter 13 of the ES as a result of Change 1.

ii) Suffolk Heritage Coast

6.2.33 LEEIE is approximately 1.5km from the western boundary of the Suffolk Heritage Coast. It is assessed that Change 1 would not increase the extent or scale of effects assessed in Volume 2, Chapter 13 of the ES. It is assessed that there would be no new or materially different likely significant environmental effects on the Suffolk Heritage Coast to those described in Volume 2, Chapter 13 of the ES as a result of Change 1.

6.3 Operational Phase Effects

6.3.1 In the final stage of the construction phase, temporary construction facilities and buildings would be removed and LEEIE would be restored as required by the Construction Method Statement. Change 1 would not alter the proposed restoration of LEEIE and all operational phase effects would remain as recorded in Volume 2, Chapter 13 of the ES. It is assessed that there would be no new or materially different likely significant environmental effects during the operation phase of Sizewell C to those described in Volume 2, Chapter 13 of the ES as a result of Change 1.

6.4 Potential Night-Time Effects

6.4.1 External lighting for Change 1 will be installed, operated and maintained in accordance with the controls and limits set out in Section 1.3 of the Lighting Management Plan, as secured by Requirement 14 of the DCO and would therefore be consistent in nature to the artificial lighting considered in the assessment of effects of the Previously Anticipated Construction Use in the Night-time Appraisal in Volume 2, Appendix 13B of the ES.

6.4.2 This LVA focuses on the following landscape and visual receptors assessed within Volume 2, Appendix 13B of the ES:

- Estate Sandlands LCT;
- Visual Receptor Group 15 (Sizewell Belts);
- Visual Receptor Group 19 (Aldringham Common and the Walks); and
- Suffolk and Essex Coast and Heaths National Landscape.

6.4.3 Effects on users of key recreational routes are considered along with other receptors in the relevant Visual Receptor Group.

6.4.4 It is assessed unlikely that other landscape and visual receptors, including the Dark Sky Recovery Site at Westleton Common have the potential to experience new or materially different likely significant environmental effects arising from Change 1.

a) Potential Effects on Landscape Character

i) Estate Sandlands Landscape Character Type

6.4.5 Volume 2, Appendix 13B of the ES records that the effects of artificial lighting on the landscape character of the Estate Sandlands LCT would vary. Within and adjacent to the Main Development Site (including LEEIE) in an area approximately extending between Sizewell Gap in the south, Leiston in the west and Kenton Hills in the north, the Estate Sandlands LCT would experience large scale effects as a result of artificial lighting. Given the high magnitude effect and high-medium sensitivity of the landscape, the effects within this area of the LCT would be major-moderate (significant) and adverse. The effects would reduce south of the Sizewell Gap resulting in a medium-low magnitude effects, where views of lighting on cranes and taller construction elements would be apparent. Given the high sensitivity of the landscape, effects of the Previously Anticipated Construction Use were assessed to be moderate (not significant) and adverse. It is assessed that the effects of the development (with Change 1) would be consistent with these judgements. It is assessed that there would be no new or materially different likely significant environmental effects on the Estate Sandlands LCT to those described in Volume 2, Appendix 13B of the ES as a result of Change 1 at night.

b) Potential Effects on Visual Receptors

i) Visual Receptor Group 15: Sizewell Belts

6.4.6 Volume 2, Appendix 13B of the ES records that the effects of artificial lighting on this Visual Receptor Group would be of large scale, long-term duration and experienced over a wide area resulting in effects of high magnitude. Considering the medium sensitivity of receptors it assesses effects would be major-moderate (significant) and adverse. It is assessed that the effects of the development (with Change 1) would be consistent with this judgement. It is assessed that there would be no new or materially different likely significant environmental effects on visual receptors within Visual Receptor Group 15 to those described in Volume 2, Appendix 13B of the ES as a result of Change 1 at night.

ii) Visual Receptor Group 19: Aldringham Common and the Walks

6.4.7 Volume 2, Appendix 13B of the ES records that across the majority of the Visual Receptor Group, views to construction phase lighting would predominately be to cranes, seen above the level of intervening vegetation and that localised views would also be possible to lighting within LEEIE. It is assessed that medium scale effects would be experienced across a localised area resulting in effects of medium magnitude. Considering the medium sensitivity of receptors, effects would be moderate (not significant) and adverse. It is assessed that the effects of the development (with Change 1) would be consistent with this judgement. It is assessed that there would be no new or materially different likely significant environmental effects on visual receptors within Visual Receptor Group 19 to those described in Volume 2, Appendix 13B of the ES as a result of Change 1 at night.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

c) Potential Effects on Designated/Defined Landscapes

i) Suffolk and Essex Coast and Heaths National Landscape

6.4.8 Several of the natural beauty and special quality indicators of the Suffolk and Essex Coast and Heaths National Landscape relate to the character and qualities of the designated area at night. Specifically, dark skies are recorded as contributing to the ways in which the landscape appeals to the senses (scenic quality) and to the sense of relative tranquillity. The area designated is considered to be of national value, high susceptibility (due to its rural nature and predominantly dark skies) and high sensitivity.

6.4.9 Volume 2, Appendix 13B of the ES records that the effects of construction phase lighting would increase the area of the National Landscape influenced by artificial illumination and would be most apparent within the designated area between Sizewell and Dunwich Heath and along the coastline. However, illumination elsewhere within and adjacent to the National Landscape such as within LEEIE would also exert an influence on the dark sky characteristics of some areas.

6.4.10 It is assessed that during construction, large-scale, long-term and localised effects on the natural beauty indicators would occur within the site boundaries and the adjacent surrounding area extending into sections of Minsmere and Dunwich Heath (adjacent to the Coastguard Cottages), and along Sizewell Beach to Sizewell Gap. This would result in high magnitude effects that are major (significant) and adverse. It is assessed that the effects of the development (with Change 1) at night would be consistent with this judgement. It is assessed that there would be no new or materially different likely significant environmental effects on the natural beauty and special qualities of the Suffolk and Essex Coast and Heaths National Landscape to those described in Volume 2, Appendix 13B of the ES as a result of Change 1.

6.4.11 Paragraph 3.1.3 above notes the amended duty on decision-makers in respect of their functions which affect land in Protected Landscapes. Case law has confirmed that the duty is discharged where the proposal under consideration leaves the specified characteristics of the Protected Landscape unharmed. As this Appendix concludes, Change 1 would not give rise to any new or materially different likely significant environmental effects on the Suffolk and Essex Coast and Heaths National Landscape compared to the power station project as consented. The proposal under consideration therefore leaves the specified characteristics of the Protected Landscape unharmed.

6.4.12 Further and in any event, the Deed of Obligation entered into between SZC, East Suffolk Council and Suffolk County Council in connection with the grant of the DCO makes substantial provision for the conservation and enhancement of the Suffolk and Essex Coast and Heaths National Landscape, including securing a Natural Environment Improvement Fund of up to £12 million and facilitating the employment of a Natural Environment Improvement Project Officer within the National Landscape management team.

6.4.13 On the basis of the above, SZC's application can be granted in compliance with the amended duty.

7 Proposed Mitigation

7.1.1 The following measures are embedded in the design of Change 1 to mitigate adverse landscape and visual effects as much as reasonably practicable.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

7.1.2 Change 1 is located fully within the DCO Order Limits and no additional vegetation around the perimeter of the LEEIE will be removed beyond that approved in the DCO.

7.1.3 The spatial extent of the construction zone in which the 75m maximum height parameter (exceptional condition) is required (construction zone C13b) is reduced in Change 1 compared to the Previously Anticipated Construction Use (construction zone C14).

7.1.4 The spatial extent of the maximum height parameters (exceptional condition) required for the operation of extendible cranes in Change 1 are restricted to two construction zones (C13a and C14b). The maximum height parameters (exceptional condition) are limited to 50m in construction zone C13a and 65m in construction zone C14b which are the maximum height extendable cranes will need to be to construct and decommission the Integrated Reinforcement Yard and install and remove the gantry cranes. During the time limited periods when extendable cranes will be present, the jibs will be retracted when not in use and overnight.

7.1.5 The eastern end of the Steel Cut and Bend Facility will be no less than 110m (straight line distance) from the nearest residential receptor and the western end will be no less than 250m (straight line distance) from the nearest residential receptor.

7.1.6 The earth bund at the north east corner of LEEIE is retained in Change 1 with additional fencing added to enhance visual screening into LEEIE from locations along Lover's Lane close to the junction with Valley Road.

7.1.7 The Steel Cut and Bend Facility is designed to reduce the number and size of apertures (doors/windows/openings) along the northern and eastern facades, to reduce potential light spill.

7.1.8 The Steel Cut and Bend Facility will screen views into the remainder of LEEIE from locations to the north, including from along Valley Road and within Wild Aldhurst, albeit the taller elements such as tower cranes would be visible above the structure when in use.

7.1.9 The colour of the Steel Cut and Bend Facility will be selected to be sympathetic to local context and with reference to use of colour guidance published by the Suffolk and Essex Coast and Heaths National Landscape.

8 Conclusion

8.1 Construction Phase

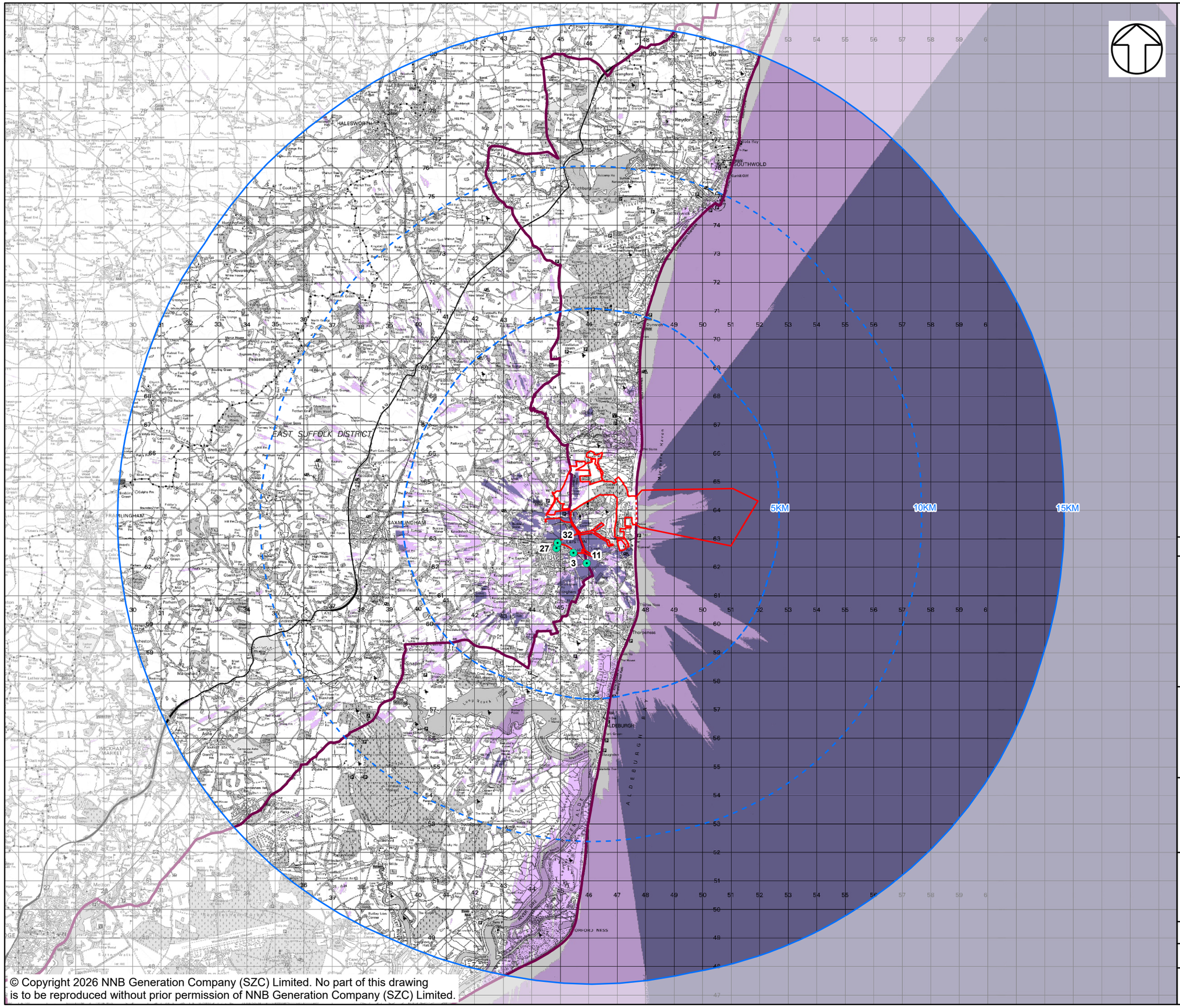
8.1.1 This LVA assesses that, during the construction phase of Sizewell C, there would be no new or materially different likely significant environmental effects on landscape fabric, landscape character, visual receptors and designated and defined landscapes to those described in Volume 2, Chapter 13 of the ES as a result of Change 1 (including at night).

8.2 Operational Phase

8.2.1 This LVA assesses that Change 1 would not alter the proposed restoration of LEEIE. Therefore, there would be no new or materially different likely significant environmental effects on landscape fabric, landscape character, visual receptors and designated and defined landscapes to those described in Volume 2, Chapter 13 of the ES as a result of Change 1 during the operation phase of Sizewell C.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

FIGURES



NOTES

THIS DRAWING IS BASED UPON COMPUTER GENERATED ZONE OF THEORETICAL VISIBILITY (ZTV) STUDIES PRODUCED USING THE VIEWSHED ROUTINE IN THE ESRI ARCGIS SUITE. THE AREAS SHOWN ARE THE MAXIMUM THEORETICAL VISIBILITY, TAKING INTO ACCOUNT TOPOGRAPHY, WOODLANDS, MAJOR HEDGEROWS AND BUILDINGS WHICH HAVE BEEN INCLUDED IN THE MODEL WITH THE HEIGHTS OBTAINED FROM LIDAR DIGITAL SURFACE DATA. DUE TO ITS RESOLUTION, THE SURFACE MODEL DOES NOT TAKE INTO ACCOUNT EVERY LOCALISED FEATURE SUCH AS WALLS, SMALL HEDGEROWS OR SMALL TREES AND THEREFORE ONLY GIVES AN IMPRESSION OF THE EXTENT OF VISIBILITY. THE ZTV INCLUDES AN ADJUSTMENT THAT ALLOWS FOR EARTH'S CURVATURE AND LIGHT REFRACTION. IT IS BASED ON SURFACE MODEL TERRAIN WITH A 20M^2 RESOLUTION.
PARAMETER HEIGHTS FROM FIGURE 3D.15 (OCT 2021) (APPENDIX 3D OF THE ENVIRONMENTAL STATEMENT: CONSTRUCTION METHOD STATEMENT (REF. EN010012)
FOR DETAILS OF THE PARAMETERS INCLUDED IN THE ZTV MODEL REFER TO THE ES STATEMENT OF COMPLIANCE. CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE) LANDSCAPE AND VISUAL APPRAISAL.

KEY

- SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY
- DEMARCATION LINE
- LVIA STUDY AREA (15KM BUFFER OF MAIN DEVELOPMENT SITE – ONSHORE)
- 5KM AND 10KM BUFFERS OF MAIN DEVELOPMENT SITE – ONSHORE
- SUFFOLK AND ESSEX COAST AND HEATHS NATIONAL LANDSCAPE
- REPRESENTATIVE VIEWPOINTS FOR WHICH VISUALISATIONS HAVE BEEN PREPARED (SEE FIGURES 1.1.3-1.1.14)

ZONE OF THEORETICAL VISIBILITY (ZTV)

- LEEIE – HEIGHT PARAMETERS (GENERAL CONDITION)
  C12 +21M AOD
  C13 +35M AOD
  C14 +35M AOD
  C15 +30M AOD
- LEEIE – HEIGHT PARAMETERS (EXCEPTIONAL CONDITION)
  C14 +75M AOD

NOT PROTECTIVELY MARKED

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved. NNB GenCo 0100060408.
© Natural England material is reproduced with the permission of Natural England 2026.
Environment Agency LiDAR © Environment Agency copyright and/or database right. All rights reserved.

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

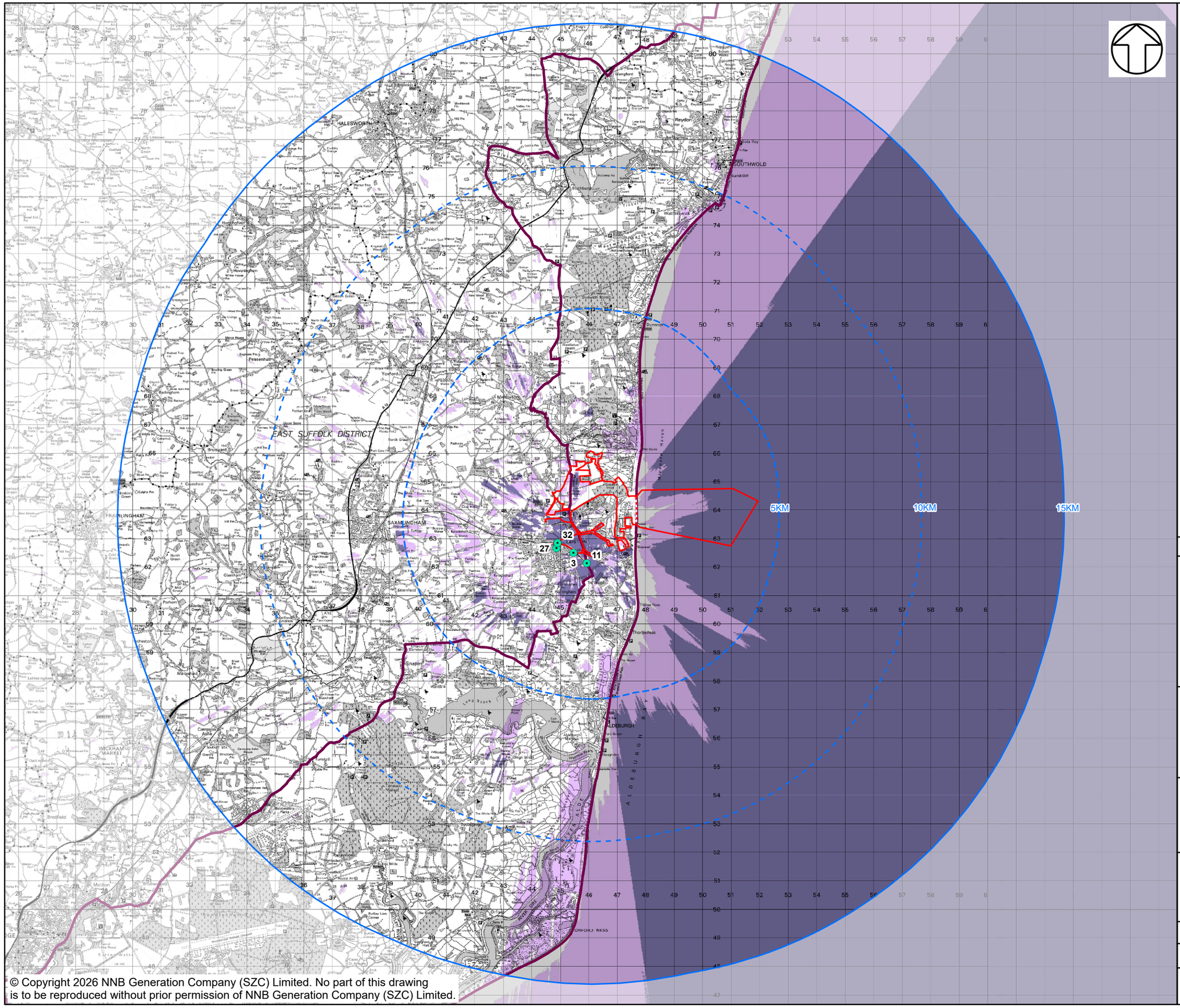
DRAWING TITLE:
ZONE OF THEORETICAL VISIBILITY MODEL OF PREVIOUSLY ANTICIPATED CONSTRUCTION USE CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE

DRAWING NO:
FIGURE 1.1.1

DATE:	DRAWN:	SCALE:
MARCH 2026	S.G.	1:125,000 @A3

SCALE BAR
0 1 2 3 4 5 KM

© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.



NOTES

THIS DRAWING IS BASED UPON COMPUTER GENERATED ZONE OF THEORETICAL VISIBILITY (ZTV) STUDIES PRODUCED USING THE VIEWSHED ROUTINE IN THE ESRI ARCGIS SUITE. THE AREAS SHOWN ARE THE MAXIMUM THEORETICAL VISIBILITY, TAKING INTO ACCOUNT TOPOGRAPHY, WOODLANDS, MAJOR HEDGEROWS AND BUILDINGS WHICH HAVE BEEN INCLUDED IN THE MODEL WITH THE HEIGHTS OBTAINED FROM LIDAR DIGITAL SURFACE DATA. DUE TO ITS RESOLUTION, THE SURFACE MODEL DOES NOT TAKE INTO ACCOUNT EVERY LOCALISED FEATURE SUCH AS WALLS, SMALL HEDGEROWS OR SMALL TREES AND THEREFORE ONLY GIVES AN IMPRESSION OF THE EXTENT OF VISIBILITY. THE ZTV INCLUDES AN ADJUSTMENT THAT ALLOWS FOR EARTH'S CURVATURE AND LIGHT REFRACTION. IT IS BASED ON SURFACE MODEL TERRAIN WITH A 20M^2 RESOLUTION.
PARAMETER HEIGHTS FROM MAIN DEVELOPMENT SITE CONSTRUCTION PARAMETER PLAN – SHEET 3 (SZC-SZC0100-XX-000-DRW-100094 (REVISION 04) (AUGUST 2025).
FOR DETAILS OF THE PARAMETERS INCLUDED IN THE ZTV MODEL REFER TO THE ES STATEMENT OF COMPLIANCE. CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE) LANDSCAPE AND VISUAL APPRAISAL.

KEY

- SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY
- DEMARCATION LINE
- LVIA STUDY AREA (15KM BUFFER OF MAIN DEVELOPMENT SITE – ONSHORE)
- 5KM AND 10KM BUFFERS OF MAIN DEVELOPMENT SITE – ONSHORE
- REPRESENTATIVE VIEWPOINTS FOR WHICH VISUALISATIONS HAVE BEEN PREPARED (SEE FIGURES 1.1.3-1.1.14)
- SUFFOLK AND ESSEX COAST AND HEATHS NATIONAL LANDSCAPE

ZONE OF THEORETICAL VISIBILITY (ZTV)

- LEEIE – HEIGHT PARAMETERS (GENERAL CONDITION)
  C12 +21M AOD
  C13A +35M AOD
  C13B +35M AOD
  C13C +35M AOD
  C14A +35M AOD
  C14B +35M AOD
  C14C +35M AOD
  C15 +30M AOD
- LEEIE – HEIGHT PARAMETERS (EXCEPTIONAL CONDITION)
  C13A +50M AOD
  C13B +75M AOD
  C14B +65M AOD

NOT PROTECTIVELY MARKED

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved. NNB GenCo 0100060408.
© Natural England material is reproduced with the permission of Natural England 2026.
Environment Agency LiDAR © Environment Agency copyright and/or database right. All rights reserved.

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
ZONE OF THEORETICAL VISIBILITY MODEL OF REVISED CONSTRUCTION USE CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE

DRAWING NO:
FIGURE 1.1.2

DATE:	DRAWN:	SCALE:
MARCH 2026	K.P.	1:125,000 @A3

SCALE BAR
0 1 2 3 4 5 KM

© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.



Note: The photograph illustrated for representative Viewpoint 3 was taken in 2016, prior to the installation of storage containers in the foreground which screen views towards Sizewell A and Sizewell B and the Sizewell C site.

© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

View flat at a comfortable arm's length

CAMERA LOCATION (OS GRID REFERENCE):	645468 E 262516 N
GROUND LEVEL (MAOD):	18.0M
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	50°
DISTANCE TO SITE:	45.4M

HORIZONTAL FIELD OF VIEW:	53.5° (PLANAR PROJECTION)
PAPER SIZE:	841MM X 297MM (HALF A1)
ENLARGEMENT FACTOR:	TBC
VISUALISATION TYPE:	TYPE 3

PHOTO DATE / TIME:	17/02/2016 12:40
CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS
LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4
HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M

NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE. AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.



SizewellC
Doing the power of good for Britain
EDF ENGIE

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved: NNB GenCo 0100060408.

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: EXISTING VIEW. VIEWPOINT 3: KING GEORGE'S AVENUE, LEISTON. [PROCEDURAL DECISION 4 - APPENDIX A FIGURE 11]

NOT PROTECTIVELY MARKED

DRAWING NO: FIGURE 1.1.3

DATE:	DRAWN:	SCALE:
MARCH 2026	S.D.	NTS

Construction



Construction - Exceptional



© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

View flat at a comfortable arm's length

CAMERA LOCATION (OS GRID REFERENCE):	645468 E 262516 N	HORIZONTAL FIELD OF VIEW:	90° (CYLINDRICAL PROJECTION)	PHOTO DATE / TIME:	17/02/2016 12:40	THIS VISUALISATION IS BASED UPON LIDAR DIGITAL SURFACE DATA WITH SPOT HEIGHTS AT 2M INTERVALS AND DOES NOT PRECISELY MODEL SMALL SCALE CHANGES IN LANDFORM OR SHARP BREAKS IN SLOPE. NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE. AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.	
GROUND LEVEL (MAOD):	18.0M	PAPER SIZE:	841MM X 297MM (HALF A1)	CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS		
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	50°	ENLARGEMENT FACTOR:	TBC	LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4		
DISTANCE TO SITE:	45.4M	VISUALISATION TYPE:	TYPE 3	HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M		

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved: NNB GenCo 0100060408.

NOTES
For details of the parameters illustrated refer to the ES Statement of Compliance, Change 1: Integrated Reinforcement Yard (LEEIE) Landscape and Visual Appraisal

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: CONSTRUCTION PHASE PARAMETERS BASED PHOTOWIRE (PREVIOUSLY ANTICIPATED CONSTRUCTION USE CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE)
VIEWPOINT 3: KING GEORGE'S AVENUE, LEISTON. [PROCEDURAL DECISION 4 - APPENDIX A FIGURE 12]

NOT PROTECTIVELY MARKED

DRAWING NO: FIGURE 1.1.4

DATE: MARCH 2026 | DRAWN: S.D. | SCALE: NTS



© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

CAMERA LOCATION (OS GRID REFERENCE):	645468 E 262516 N	HORIZONTAL FIELD OF VIEW:	90° (CYLINDRICAL PROJECTION)	PHOTO DATE / TIME:	17/02/2016 12:40
GROUND LEVEL (MAOD):	18.0M	PAPER SIZE:	841MM X 297MM (HALF A1)	CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	50°	ENLARGEMENT FACTOR:	TBC	LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4
DISTANCE TO SITE:	45.4M	VISUALISATION TYPE:	TYPE 3	HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M

THIS VISUALISATION IS BASED UPON LIDAR DIGITAL SURFACE DATA WITH SPOT HEIGHTS AT 2M INTERVALS AND DOES NOT PRECISELY MODEL SMALL SCALE CHANGES IN LANDFORM OR SHARP BREAKS IN SLOPE.
NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.
ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.



SizewellC
Doing the power of good for Britain
EDF EDF ENERGY

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved. NNB GenCo 0100060408.

NOTES
For details of the parameters illustrated refer to the ES Statement of Compliance, Change 1: Integrated Reinforcement Yard (LEEIE) Landscape and Visual Appraisal

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: CONSTRUCTION PHASE PARAMETERS BASED PHOTOWIRE (CHANGE 1 CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE).
VIEWPOINT 3: KING GEORGE'S AVENUE, LEISTON

NOT PROTECTIVELY MARKED

DRAWING NO:	
FIGURE 1.1.5	
DATE:	DRAWN:
MARCH 2026	S.D.
SCALE:	
NTS	



CAMERA LOCATION (OS GRID REFERENCE):	645937 E 262146 N	HORIZONTAL FIELD OF VIEW:	53.5° (PLANAR PROJECTION)	PHOTO DATE / TIME:	16/02/2016 11:40	NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE. AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.	
GROUND LEVEL (MAOD):	15.0M	PAPER SIZE:	841MM X 297MM (HALF A1)	CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS		
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	330°	ENLARGEMENT FACTOR:	TBC	LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4		
DISTANCE TO SITE:	289.1M	VISUALISATION TYPE:	TYPE 3	HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M		



COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved: NNB GenCo 0100060408.

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: EXISTING VIEW.
VIEWPOINT 11: JUNCTION OF FOOTPATHS SOUTH WEST OF HALFWAY COTTAGES.
[PROCEDURAL DECISION 4 - APPENDIX A FIGURE 13]

NOT PROTECTIVELY MARKED

DRAWING NO: FIGURE 1.1.6

DATE:	DRAWN:	SCALE:
MARCH 2026	S.D.	NTS





© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

CAMERA LOCATION (OS GRID REFERENCE):	645937 E 262146 N
GROUND LEVEL (MAOD):	15.0M
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	330°
DISTANCE TO SITE:	289.1M

HORIZONTAL FIELD OF VIEW:	90° (CYLINDRICAL PROJECTION)
PAPER SIZE:	841MM X 297MM (HALF A1)
ENLARGEMENT FACTOR:	TBC
VISUALISATION TYPE:	TYPE 3

PHOTO DATE / TIME:	16/02/2016 11:40
CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS
LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4
HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M

THIS VISUALISATION IS BASED UPON LIDAR DIGITAL SURFACE DATA WITH SPOT HEIGHTS AT 2M INTERVALS AND DOES NOT PRECISELY MODEL SMALL SCALE CHANGES IN LANDFORM OR SHARP BREAKS IN SLOPE.
NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.
ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.



Sizewell C
Doing the power of good for Britain
EDF EGEN

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved. NNB GenCo 0100060408.

NOTES
For details of the parameters illustrated refer to the ES Statement of Compliance, Change 1: Integrated Reinforcement Yard (LEEIE) Landscape and Visual Appraisal

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: CONSTRUCTION PHASE PARAMETERS BASED PHOTOWIRE (PREVIOUSLY ANTICIPATED CONSTRUCTION USE CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE)
VIEWPOINT 11: JUNCTION OF FOOTPATHS SOUTH WEST OF HALFWAY COTTAGES. [PROCEDURAL DECISION 4 - APPENDIX A FIGURE 14]

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 1.1.7

DATE:	DRAWN:	SCALE:
MARCH 2026	S.D.	NTS





© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

CAMERA LOCATION (OS GRID REFERENCE):	645937 E 262146 N
GROUND LEVEL (MAOD):	15.0M
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	330°
DISTANCE TO SITE:	289.1M

HORIZONTAL FIELD OF VIEW:	90° (CYLINDRICAL PROJECTION)
PAPER SIZE:	841MM X 297MM (HALF A1)
ENLARGEMENT FACTOR:	TBC
VISUALISATION TYPE:	TYPE 3

PHOTO DATE / TIME:	16/02/2016 11:40
CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS
LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4
HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M

THIS VISUALISATION IS BASED UPON LIDAR DIGITAL SURFACE DATA WITH SPOT HEIGHTS AT 2M INTERVALS AND DOES NOT PRECISELY MODEL SMALL SCALE CHANGES IN LANDFORM OR SHARP BREAKS IN SLOPE.
NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.



Sizewell C
Doing the power of good for Britain
EDF EGEN

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved. NNB GenCo 0100060408.

NOTES
For details of the parameters illustrated refer to the ES Statement of Compliance, Change 1: Integrated Reinforcement Yard (LEEIE) Landscape and Visual Appraisal

DOCUMENT:
ES STATEMENT OF COMPLIANCE CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE) LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: CONSTRUCTION PHASE PARAMETERS BASED PHOTOWIRE (CHANGE 1 CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE).
VIEWPOINT 11: JUNCTION OF FOOTPATHS SOUTH WEST OF HALFWAY COTTAGES.

NOT PROTECTIVELY MARKED

DRAWING NO: FIGURE 1.1.8

DATE:	DRAWN:	SCALE:
MARCH 2026	S.D.	NTS

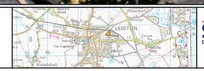


CAMERA LOCATION (OS GRID REFERENCE):	644871 E 262671 N
GROUND LEVEL (MAOD):	15.2M
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	70°
DISTANCE TO SITE:	135.3M

HORIZONTAL FIELD OF VIEW:	53.5° (PLANAR PROJECTION)
PAPER SIZE:	841MM X 297MM (HALF A1)
ENLARGEMENT FACTOR:	TBC
VISUALISATION TYPE:	TYPE 3

PHOTO DATE / TIME:	27/02/2019 12:00
CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS
LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4
HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M

NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.
ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.



COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved: NNB GenCo 0100060408.

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

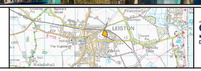
DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: EXISTING VIEW.
VIEWPOINT 27: FOOTPATH, VALLEY ROAD ALLOTMENTS, LEISTON.
(PROCEDURAL DECISION 4 - APPENDIX A FIGURE 15)

NOT PROTECTIVELY MARKED

DRAWING NO:		
FIGURE 1.1.9		
DATE:	DRAWN:	SCALE:
MARCH 2026	S.D.	NTS





CAMERA LOCATION (OS GRID REFERENCE):	644871 E 262671 N	HORIZONTAL FIELD OF VIEW:	90° (CYLINDRICAL PROJECTION)	PHOTO DATE / TIME:	27/02/2019 12:00	THIS VISUALISATION IS BASED UPON LIDAR DIGITAL SURFACE DATA WITH SPOT HEIGHTS AT 2M INTERVALS AND DOES NOT PRECISELY MODEL SMALL SCALE CHANGES IN LANDFORM OR SHARP BREAKS IN SLOPE. NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE. AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.	
GROUND LEVEL (MAOD):	15.2M	PAPER SIZE:	841MM X 297MM (HALF A1)	CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS		
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	70°	ENLARGEMENT FACTOR:	TBC	LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4		
DISTANCE TO SITE:	135.3M	VISUALISATION TYPE:	TYPE 3	HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M		

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved. NNB GenCo 0100060408.

NOTES
For details of the parameters illustrated refer to the ES Statement of Compliance, Change 1: Integrated Reinforcement Yard (LEEIE) Landscape and Visual Appraisal

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: CONSTRUCTION PHASE PARAMETERS BASED PHOTOWIRE (PREVIOUSLY ANTICIPATED CONSTRUCTION USE CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE) VIEWPOINT 27: FOOTPATH VALLEY ROAD ALLOTMENTS, LEISTON. [PROCEDURAL DECISION 4 - APPENDIX A FIGURE 16]

NOT PROTECTIVELY MARKED

DRAWING NO:	
FIGURE 1.1.10	
DATE:	DRAWN:
MARCH 2026	S.D.
SCALE:	
NTS	

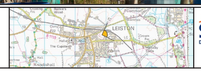




© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

CAMERA LOCATION (OS GRID REFERENCE):	644871 E 262671 N	HORIZONTAL FIELD OF VIEW:	90° (CYLINDRICAL PROJECTION)	PHOTO DATE / TIME:	27/02/2019 12:00
GROUND LEVEL (MAOD):	15.2M	PAPER SIZE:	841MM X 297MM (HALF A1)	CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	70°	ENLARGEMENT FACTOR:	TBC	LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4
DISTANCE TO SITE:	135.3M	VISUALISATION TYPE:	TYPE 3	HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M

THIS VISUALISATION IS BASED UPON LIDAR DIGITAL SURFACE DATA WITH SPOT HEIGHTS AT 2M INTERVALS AND DOES NOT PRECISELY MODEL SMALL SCALE CHANGES IN LANDFORM OR SHARP BREAKS IN SLOPE.
NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.
ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.



SizewellC
Doing the power of good for Britain
EDF EDF ENGIN

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved: NNB GenCo 0100060408.

NOTES
For details of the parameters illustrated refer to the ES Statement of Compliance, Change 1: Integrated Reinforcement Yard (LEEIE) Landscape and Visual Appraisal

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
CONSTRUCTION PHASE PARAMETERS BASED PHOTOWIRE (CHANGE 1 CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE).
VIEWPOINT 27: FOOTPATH, VALLEY ROAD ALLOTMENTS, LEISTON.

NOT PROTECTIVELY MARKED

DRAWING NO: FIGURE 1.1.11

DATE:	DRAWN:	SCALE:
MARCH 2026	S.D.	NTS



© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

View flat at a comfortable arm's length

CAMERA LOCATION (OS GRID REFERENCE):	644913 E 262856 N
GROUND LEVEL (MAOD):	7.4M
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	85°
DISTANCE TO SITE:	0M

HORIZONTAL FIELD OF VIEW:	53.5° (PLANAR PROJECTION)
PAPER SIZE:	841MM X 297MM (HALF A1)
ENLARGEMENT FACTOR:	TBC
VISUALISATION TYPE:	TYPE 3

PHOTO DATE / TIME:	27/02/2019 12:25
CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS
LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4
HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M

NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.
ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.



SizewellC
Doing the power of good for Britain
EDF
EDF ENERGY

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved: NNB GenCo 0100060408.

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: EXISTING VIEW.
VIEWPOINT 32: FOOTWAY ADJACENT TO VALLEY ROAD, NORTH OF RAILWAY OVERBRIDGE.
[PROCEDURAL DECISION 4 - APPENDIX A FIGURE 17]

NOT PROTECTIVELY MARKED

DRAWING NO.: FIGURE 1.1.12

DATE: MARCH 2026
DRAWN: S.D.
SCALE: NTS





© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

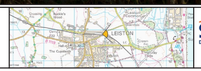
View flat at a comfortable arm's length

CAMERA LOCATION (OS GRID REFERENCE):	644913 E 262856 N
GROUND LEVEL (MAOD):	7.4M
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	85°
DISTANCE TO SITE:	0M

HORIZONTAL FIELD OF VIEW:	90° (CYLINDRICAL PROJECTION)
PAPER SIZE:	841MM X 297MM (HALF A1)
ENLARGEMENT FACTOR:	TBC
VISUALISATION TYPE:	TYPE 3

PHOTO DATE / TIME:	27/02/2019 12:25
CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS
LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4
HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M

THIS VISUALISATION IS BASED UPON LIDAR DIGITAL SURFACE DATA WITH SPOT HEIGHTS AT 2M INTERVALS AND DOES NOT PRECISELY MODEL SMALL SCALE CHANGES IN LANDFORM OR SHARP BREAKS IN SLOPE.
NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.



COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved. NNB GenCo 0100060408.

NOTES
For details of the parameters illustrated refer to the ES Statement of Compliance, Change 1: Integrated Reinforcement Yard (LEEIE) Landscape and Visual Appraisal

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: CONSTRUCTION PHASE PARAMETERS BASED PHOTOWIRE (PREVIOUSLY ANTICIPATED CONSTRUCTION USE CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE):
VIEWPOINT 32: FOOTWAY ADJACENT TO VALLEY ROAD, NORTH OF RAILWAY OVERBRIDGE. (PROCEDURAL DECISION 4 - APPENDIX A FIGURE 18)

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 1.1.13

DATE:	DRAWN:	SCALE:
MARCH 2026	S.D.	NTS





© Copyright 2026 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

View flat at a comfortable arm's length

CAMERA LOCATION (OS GRID REFERENCE):	644913 E 262856 N
GROUND LEVEL (MAOD):	7.4M
DIRECTION OF VIEW: BEARING FROM NORTH (0°):	85°
DISTANCE TO SITE:	0M

HORIZONTAL FIELD OF VIEW:	90° (CYLINDRICAL PROJECTION)
PAPER SIZE:	841MM X 297MM (HALF A1)
ENLARGEMENT FACTOR:	TBC
VISUALISATION TYPE:	TYPE 3

PHOTO DATE / TIME:	27/02/2019 12:25
CAMERA MODEL AND SENSOR FORMAT:	CANON EOS 5D MARK III, FFS
LENS MAKE, MODEL AND FOCAL LENGTH:	SIGMA 50MM F1.4
HEIGHT OF CAMERA LENS ABOVE GROUND (MAOD):	1.5M

THIS VISUALISATION IS BASED UPON LIDAR DIGITAL SURFACE DATA WITH SPOT HEIGHTS AT 2M INTERVALS AND DOES NOT PRECISELY MODEL SMALL SCALE CHANGES IN LANDFORM OR SHARP BREAKS IN SLOPE.
NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.



Sizewell C
Doing the power of good for Britain
EDF
EDF ENGIE

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of His Majesty's Stationery Office © Crown Copyright (2026). All Rights reserved. NNB GenCo 0100060408.

NOTES
For details of the parameters illustrated refer to the ES Statement of Compliance, Change 1: Integrated Reinforcement Yard (LEEIE) Landscape and Visual Appraisal

DOCUMENT:
ES STATEMENT OF COMPLIANCE
CHANGE 1: INTEGRATED REINFORCEMENT YARD (LEEIE)
LANDSCAPE AND VISUAL

DRAWING TITLE:
REPRESENTATIVE VIEWPOINTS: CONSTRUCTION PHASE PARAMETERS BASED PHOTOWIRE (CHANGE 1 CONSTRUCTION PARAMETER ZONE HEIGHTS WITHIN LEEIE).
VIEWPOINT 32: FOOTWAY ADJACENT TO VALLEY ROAD, NORTH OF RAILWAY OVERBRIDGE.

NOT PROTECTIVELY MARKED

DRAWING NO: FIGURE 1.1.14		
DATE: MARCH 2026	DRAWN: S.D.	SCALE: NTS

ANNEX D - MAJOR ACCIDENTS AND DISASTERS REVIEW

Sizewell C Limited. Registered in England and Wales. Registered No. 6937084. Registered office: 25 Copthall Avenue, London EC2R 7BP

Contents

1 Introduction 1
1.1 Background 1
2 Major Accidents and Disasters Risk Register Review 2

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

1 Introduction

1.1 Background

1.1.1 Each of the risk events identified for the construction phase have been reviewed to determine if Change 1 has the potential to change the likelihood of a risk event occurring, or has the potential to introduce a new risk event. As Change 1 would only be operational for the construction of the Sizewell C Project, the operational assessment presented in Volume 2, Chapter 27 has not been considered.

2 Major Accidents and Disasters Risk Register Review

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
C1	Flooding from rivers, surface water, groundwater, reservoirs and sewers	Extreme rainfall event, subsequent flooding and run-off from the site resulting in damage to on-site and off-site properties, critical infrastructure, built environment receptors, and contamination of groundwater, terrestrial (land), freshwater and marine receptors. <u>Not covered under this item:</u> Release of contaminants into the environment, resulting in a major pollution incident due to run-off from the construction site (see Risk ID C18 and C19); Disruption to utilities (Covered under risk IDs C20-23 and IDs C41-C44).	On site: Damage to construction equipment and risk of injury to construction personnel due to flooding; Off-site: Damage to and evacuation of affected properties, ecological sites and heritage assets due to flooding as a result of the proposed development; Damage to crops.	**Outline Drainage Strategy** - sets out measures for the attenuation of flood waters. **Code of Construction Practice (CoCP)** - sets out requirements for emergency preparedness and monitoring of extreme weather events. **Community Safety Management Plan (CSMP)** – sets out the requirement for 24/7 on-site emergency response provision. The implementation of the **CSMP** would be secured through a Section 106 Agreement (see the **draft Section 106 Heads of Terms** provided as an appendix to the **Planning Statement** (Doc Ref. 8.4)). **Flood risk emergency plan** - to identify safe access and escape routes, demonstrate free and safe movement of people during a design flood and set out the	Tolerable (**not significant**)	N/A – no potential change to likelihood.

[1] Refer to Volume 1, Appendix 6X for the full assessment criteria.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
				potential for evacuation before a more extreme event.		
C2	Coastal flooding	Sea level rise, storm surge and tsunamis flooding the site, resulting in risk of injury of construction personnel, damage to on-site and off-site properties, critical infrastructure, built environment receptors, and contamination of groundwater, terrestrial (land), freshwater and marine receptors. <u>Not covered under this item:</u> Release of contaminants into the environment, resulting in a major pollution incident due to run-off from the construction site (see Risk ID C18 and C19); Disruption to utilities (Covered under risk IDs C20-23 and IDs C41-C44).	On site: Collapse and subsidence of ground can lead to damage to equipment and death or injury; Off-site: Damage to property and risk of injury to general public; Physical damage to sensitive environmental receptors.	**Main development site design –** sea defences incorporated within design and platform height. **CoCP** - sets out requirements for emergency preparedness and monitoring of extreme weather events. 24/7 on-site emergency response provision.	Tolerable (**not significant**)	N/A – no potential change to likelihood.
C3	Storms and gales	Strong winds resulting in damage to on-site and off-site properties, critical infrastructure, built environment receptors, risk of injury or death of construction personnel.	On site: Damage to construction equipment and risk of injury or death of construction personnel; Off-site: Damage to property and risk of injury to general public	**CoCP** - sets out requirements for emergency preparedness and monitoring of extreme weather events. 24/7 on-site emergency response provision A safe system of work will be established for the operation of lifting equipment.	Tolerable (**not significant**)	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
C4	Drought	Prolonged periods of dry weather creating hard and dry surfaces across the construction site. Potential creation of dust from construction site due to dry weather <u>Not covered under this item:</u> Heat exhaustion of construction personnel (considered under risk ID C5); Wildfires (considered under risk ID C12)	On site: Soiling of equipment; Off-site: Dust deposition on properties, agricultural land, and sensitive environmental sites.	The effects are unlikely to result in serious damage as defined for the purposes of the MA&D assessment[2]. Effects due to dust emissions from the construction site and appropriate mitigation have been considered as part of the air quality assessments presented in **Volumes 2** to **9** of the ES.	Not a MA&D	N/A – no potential change to likelihood.
C5	Heatwave	Extreme heat impacting construction workers	On site: Heat exhaustion of construction personnel	The effects are unlikely to result in serious damage and therefore, fall within the scope of the MA&D assessment. **S106** - Sizewell Health will provide 24/7 first aid on site.	Not a MA&D	N/A – no potential change to likelihood.
C6	Cold and snow	Low temperatures, snow and ice resulting in risk of injury and contamination of groundwater, terrestrial (land), freshwater and marine receptors. <u>Not covered under this item:</u> Utilities freezing on-site - see disruption to utilities (Covered under risk IDs C20-23 and IDs C41-C43). Icy surfaces resulting in traffic accidents involving construction traffic - see Risk ID C37	On site Risk to the health of construction workers due to freezing temperatures; and Failure of construction machinery	**CoCP** - sets out requirements for emergency preparedness and monitoring of extreme weather events. 24/7 on-site emergency response provision. A safe system of work would be established for the operation of construction machinery	Tolerable (**not significant**)	N/A – no potential change to likelihood.

[2] Serious damage includes the potential loss of life or permanent injury and/or permanent or long-lasting damage to an environmental receptor which cannot be restored through minor clean-up and restoration efforts and requires the use of resources beyond those of SZC Co. or its contractors to manage. MA&D assessment only considers hazards and threats which have the potential to result in serious damage. Refer to Volume 1, Appendix 6X for further information.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
		Melting snow and ice washing pollutants and contaminants into surrounding areas - see Risk ID C18 and C19		and for undertaking works The contractor is to comply with the provisions of the Health and Safety at Work Act 1974, ensuring occupational health and safety arrangements are in place		
C7	Lightning and Electrical storms	Lightning and electrical storms, resulting in risk of injury or death of construction personnel. <u>Not covered under this item:</u> Fire at a Sizewell C Project site (considered under risk IDs C14 and C15). Loss of electricity (considered under risk IDs C20) Loss of telecommunications (considered under risk IDs C23)	On site: Damage to construction equipment and risk of injury or death of construction personnel	**CoCP** - sets out requirements for emergency preparedness and monitoring of extreme weather events. 24/7 on-site emergency response provision A safe system of work would be established for the operation of equipment which may attract lightning or for any works at increased risk (e.g. roofing, pipework etc.).	Tolerable (**not significant**)	N/A – no potential change to likelihood.
C9	Geological hazards, e.g. ground instability, landslides, ground collapse, sinkholes and UXO	Ground instability resulting in collapse and subsidence of excavations, physical damage to on-site and off-site properties, critical infrastructure, built environment receptors, and terrestrial (land) receptors.	On site: Collapse and subsidence of ground can lead to damage to equipment and death or injury; Off-site:	**Geotechnical design** - design of earthworks and foundations and selection of materials in accordance with relevant standards, taking into account potential for ground	TifALARP (**not significant**)	N/A – mitigation identified applies to the buildings and structure within the Proposed Changes.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
			Damage to property and risk of injury to general public; Physical damage to sensitive environmental receptors.	movement and compaction.		
C10	Seismic hazards such as earthquakes or tremors	Earthquakes, tremors resulting in physical damage	On site: Collapse and subsidence of ground can lead to damage to equipment or injury; Off-site: Damage to property and risk of injury to general public; Physical damage to sensitive environmental receptors.	24/7 on-site emergency response provision. **Geotechnical design** - design of earthworks and foundations and selection of materials in accordance with relevant standards, taking into account potential for ground movement and compaction. All safety critical features would be seismically qualified.	Tolerable (**not significant**)	N/A – no potential change to likelihood.
C11	Space weather (e.g. geomagnetic storms, radiation storms and solar flares)	Increased radiation risk to human health Disruption to railway signalling <u>Not covered under this item:</u> Loss of communication (covered under risk ID C23 and C44) Loss of electricity transmission network (covered under risk IDs C20 and C41)	On-site Increase in exposure to radiation resulting in illness Disruption to the use of East Suffolk Line, Saxmundham to Leiston branch line and green rail route	In line with Public Health England guidance, a significant space weather event may cause people on the ground to receive an unusual radiation dose, however it would be far too small to produce an observable health effect Disruption to railway signalling would stop freight trains from running, however is unlikely to result in serious damage.	Not a MA&D	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
C12	Wildfires	Wildfire spreading on to site, resulting in risk of injury or death of construction personnel and damage to on-site and off-site properties, critical infrastructure, built environment receptors, and terrestrial (land) receptors. <u>Not covered under this item:</u> Emergency response activities could result in impacts on sensitive receptors off-site (covered under risk ID C24)	On site: Damage to construction equipment and risk of injury or death of construction personnel; Off site: Fire spreading from site to a neighbouring site resulting in damage to property and risk of injury or death to the general public; Physical damage to sensitive environmental receptors; Indirect effects on human health, property, heritage assets and wildlife due to smoke and ash deposition.	**CoCP** - sets out requirements for fire prevention and control. 24/7 on-site emergency response provision	Tolerable (**not significant**)	N/A – no potential change to likelihood.
C14	Fire and/or explosion at the main development site	Fire and/ or explosion at the site resulting in damage to on-site and off-site properties, critical infrastructure, built environment receptors, contamination of groundwater, terrestrial (land), freshwater and marine receptors, injury or death of construction personnel or the general public. <u>Not covered under this item:</u> Emergency response activities could result in impacts on sensitive receptors off-site (covered under risk ID C24)	On site: Damage to construction equipment and risk of injury or death of construction personnel; Off-site: Fire spreading from site to a neighbouring site resulting in damage to property and risk	24/7 on-site emergency response provision. Fire safety risks at the construction site will be managed in compliance with CDM Regulations 2015 and Regulatory Reform (Fire Safety) Order 2005 (England and Wales). **Associated development site design** - Gas	TifALARP (**not significant**)	N/A – no potential change to likelihood.
C15	Fire and/or explosion at an associated development site				TifALARP (**not significant**)	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
			of injury or death to the general public; Indirect effects on human health, property, heritage assets and wildlife due to smoke and ash deposition	mitigation measures would be provided in the buildings on site and other relevant structures where required, the design of which would be dependent on the risk profile and the nature/usage of the building/structure.		
C16	Unexploded Ordnance in the marine environment	Hazards associated with unexploded ordnance resulting in damage to marine receptors, injury or death of construction personnel or the general public.	On site: Death or injury of construction personnel. Mortality and potential mortal injury of fish species and marine mammals Off-site: Mortality and potential mortal injury of fish species and marine mammals	**Draft Marine Mammal Mitigation Protocol** - detailed marine UXO risk assessment would be used to determine mitigation measures required to minimise risks. If UXOs are discovered at the site, alternative disposal methods and relocation would be considered over underwater detonations, if possible.	TifALARP (**not significant**)	N/A – no potential change to likelihood.
C17	Ground instability - collapse of deep excavations and stockpiles	Collapse of slopes during deep excavations and stockpiling leading to damage to on-site and off-site properties, critical infrastructure, built environment receptors, terrestrial (land), injury or death of construction personnel or the general public	On site: Collapse and subsidence of ground that can lead to damage to equipment and death or injury of construction personnel. Off-site: Damage to property, agricultural land, heritage assets and	**Geotechnical design** - design of earthworks and foundations and selection of materials in accordance with relevant standards, taking into account potential for ground movement and compaction. **Materials Management Strategy (MMS)** - stockpiling of materials	TifALARP (**not significant**)	N/A – mitigation identified applies to the buildings and structure within the Proposed Changes.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
			risk of injury or death to the general public; Physical damage to sensitive environmental sites.	will be undertaken in accordance with the MMS. **Main development site design** - deep excavation within the cut off wall will be sheet piled and ground anchors used to maintain the stability of slopes.		
C18	Major leaks and spillages at the main development site resulting in contamination or release of hazardous substances	Major leaks and spillages at a Sizewell C project site, resulting in physical damage to on-site and off-site properties, critical infrastructure, built environment receptors, and contamination of groundwater, terrestrial (land), freshwater and marine receptors.	On site: Risk of contact with hazardous substances to construction personnel Off-site: Risk of contact with hazardous substances by general public; Contamination of sensitive environmental receptors and agricultural land.	**Outline Drainage Strategy** - measures embedded within the drainage design for pollution prevention and control. **CoCP** – sets out requirements relating to pollution prevention, including arrangements for pollution incident response and control, compliance with regulatory requirements (such as COSHH Regulations) and environmental permits.	TifALARP (**not significant**)	N/A – mitigation identified applies to the buildings and structure within the Proposed Changes.
C19	Major leaks and spillages at the off-site associated development sites resulting in contamination or release of hazardous substances				TifALARP (**not significant**)	N/A - AD site only
C20	Loss or failure of electricity transmission	Unidentified utilities impacted by excavation, piling, cutting and drilling works. Damage to electricity transmission network from meteorological conditions or due to flooding impacting the proposed development	On site: Failure of equipment reliant on mains power. Disruption to construction activity and the operation of AD sites. Limited ability for an emergency response	**CoCP** - sets out requirements for emergency preparedness. Utilities connections would be protected at all times during the construction works. Inspection pits for buried utilities would be performed	TifALARP (**not significant**)	N/A – no potential change to likelihood

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
		Not covered within this item: Disruption of utilities can lead to an interruption of communications (covered under risk ID C23 and C44) and services which may increase other MA&D risks;	plan to be implemented, if reliant on mains power, and delay to emergency response. Limited ability to implement and effective safety, security and environmental management systems Off-site Disruption to properties Limited ability for an emergency response plan to be implemented, if reliant on mains power, and delay to emergency response.	and clearances clearly demarcated on site. Critical services may require back up power supply or batteries. 24/7 on-site emergency response provision.		
C21	Loss or failure of gas supply	Unidentified utilities impacted by excavation, piling, cutting and drilling works. Damage to gas supply network from meteorological conditions.	On site Failure of equipment reliant on gas supply (e.g. CHP plant at accommodation campus). Disruption to construction activity and the operation of AD sites. Off-site Disruption to properties	The loss of utilities is unlikely to result in serious damage as defined for the purposes of this assessment. Utilities connections would be protected at all times during the construction works. Inspection pits for buried utilities would be performed and clearances clearly demarcated on site.	Not a MA&D	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
C22	Loss or failure of water supply	Unidentified utilities impacted by excavation, piling, cutting and drilling works. Damage to water supply network from meteorological conditions.	On site: Disruption to construction activity and the operation of AD sites. Limited ability for an emergency response plan to be implemented, if reliant on water supply, and delay to emergency response. Limited ability to implement and effective safety and environmental management systems Off-site Disruption to properties Limited ability for an emergency response plan to be implemented, if reliant on water supply, and delay to emergency response.	**CoCP** - sets out requirements for emergency preparedness. Utilities connections would be protected at all times during the construction works. Inspection pits for buried utilities would be performed and clearances clearly demarcated on site. 24/7 on-site emergency response provision. **Main development site design** - includes water resource storage area for the provision of on-site water supply.	TifALARP (**not significant**)	N/A – no potential change to likelihood.
C23	Loss or failure of telecommunications	Unidentified utilities impacted by excavation, piling, cutting and drilling works. Loss of telecommunications due to cyber attack Damage to electricity transmission or	On site: Interruption of communications and services which may lead to other MA&D risks; Limited ability of an emergency response plan to be implemented and	**CoCP** - sets out requirements for emergency preparedness. Utilities connections would be protected at all times during the construction works. Inspection pits for buried utilities would be performed	TifALARP (**not significant**)	N/A – no potential change to likelihood

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
		telecommunications networks from meteorological conditions.	delay to emergency response Limited ability to implement effective safety, security and environmental management systems Off-site Disruption to properties Limited ability for an emergency response plan to be implemented and delay to emergency response	and clearances clearly demarcated on site. 24/7 on-site emergency response provision.		
C24	Emergency response activities implemented on the main development site impacting on sensitive receptors	Implementation of emergency response activities resulting in contamination of groundwater, terrestrial (land), freshwater and marine receptors.	On site: contamination and pollution of identified sensitive environmental receptors Off-site: Contamination and pollution of identified sensitive environmental receptors	**Outline Drainage Strategy** - measures embedded within the drainage design for pollution prevention and control. **CoCP** – set out requirements relating to pollution prevention, including arrangements for incident response and control, compliance with regulatory requirements (such as COSHH Regulations) and environmental permits	Tolerable (**not significant**)	N/A – no potential change to likelihood.
C25	Absent or deficient safety/ environmental management systems (e.g. inadequate	Absent or deficient safety/ environmental management systems increasing the risk of any MA&D hazards identified	On site: construction personnel and equipment	**CoCP** – sets out the requirement for construction works to be completed in compliance with	TifALARP (**not significant**)	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
	planning, resource provision, procedures)		Off-site: General public Agricultural land Sensitive environmental receptors (ecological and heritage sites, groundwater, surface water and marine receptors)	accredited safety and environmental management systems (e.g. certified to ISO 45001 and 14001 standards or equivalent).		
C26	Marine Navigation (Risk of collision, disruption to activities and vessel grounding)	Vessel collisions and vessel grounding resulting in resulting in contamination of marine receptors and increased risk of safety for members of the public and construction staff.	On-site/ off-site Loss of life or injury Contamination of the marine environment	**CoCP** - measures set out within the CoCP to mitigate marine navigation risks during construction, including but not limited to communication of information, compliance with relevant regulatory requirements, deployment of temporary safety zones around works areas, implementation of a delivery and logistics plan and Fisheries Liaison Officer to safely manage marine navigation. Furthermore, buoyed construction zones and patrol launch to assist vessels in difficulty are proposed.	TifALARP (**not significant**)	N/A – no potential change to likelihood.
C27	Construction within the marine environment	Construction incident within the marine environment resulting in contamination of marine receptors.	Off-site: Risk of contact with hazardous substances by general public;	**CoCP** – sets out the requirements relating to pollution prevention in the marine environment, including	TifALARP (**not significant**)	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
			Contamination of marine environment	compliance with relevant environmental permits for construction discharges to the sea, site-wide speed restrictions for all working vessels and compliance with relevant regulatory controls. Measures set out with regards to emergency arrangements and incident control.		
C28	Absent or deficient security provision (e.g. inadequate planning, resource provision, procedures)	Absent or deficient security provision resulting in death or risk of injury to construction personnel	On site: Death or risk of injury to construction personnel; Damage to construction equipment Off-site: Risk of long term injury of death of members of the public	**Main development site and associated developments design** - Implements Secured By Design principles, provision of security fencing, lighting and CCTV amongst other security arrangements. **CoCP** - 24/7 on-site security provision. Security vetting and drug and alcohol testing would be implemented across the site. Required standards of behaviour as a condition for working on site will be set out in the Workers Code of Conduct.	TifALARP (**not significant**)	N/A – mitigation identified applies to the Proposed Changes.
C29	Ionising radiation risk from radiography during construction	Ionising radiation risk from radiography during construction, impacting on the health of site workers	On site: Risk of long term injury to construction personnel	**CoCP** - requirement for compliance with relevant regulatory requirements (e.g. Risk Analysis as	Tolerable (**not significant**)	N/A – no potential change to likelihood

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
				required by the CDM Regulation, Ionising Radiation Regulations and regulations for the carriage of dangerous goods) **NSL** – Contractor mobile permits.		
C30	Train derailment or collision	Rail incident on the proposed green rail route	On site: Risk of injury or death to members of the public or construction personnel using a level crossing. Off-site: Risk of injury or death to members of the public or construction personnel in proximity to the operational railway.	Design and operation in accordance with relevant Network Rail standards.	TifALARP (**not significant**)	N/A – mitigation identified continues to apply to the Proposed Changes.
C31	Injury to member of public using level crossing		On site: Risk of injury or death to members of the public or construction personnel using a level crossing.	Design and operation in accordance with relevant Network Rail standards.	TifALARP (**not significant**)	N/A – no potential change to likelihood
C32	Civil nuclear incident at Sizewell B	Nuclear Incident at Sizewell B resulting in risk of injury or death construction staff and damage to on-site and off-site properties, critical infrastructure, built environment receptors, and terrestrial (land) receptors.	On-site: Risk of injury or death to construction workers and damage to equipment/ site	**CoCP** - sets out requirements for emergency preparedness. 24/7 on-site emergency response provision.	TifALARP (**not significant**)	N/A – no potential change to likelihood

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
				NSL- Licence Condition 11 requires emergency arrangements on a nuclear licenced site that will reflect the adjacent hazard and the construction site area will be enveloped with this.		
C33	Fire at a neighbouring site	Fire at a neighbouring site impacting on the construction of the proposed development or the operation of temporary associated developments <u>Not covered under this item:</u> Potential to result in fire on site (covered under risk ID C14) Impeded access to site, limiting the ability to implement emergency response activities (covered under risk ID C53).	On-site: Indirect effects on human health and equipment due to smoke and ash deposition.	Effects are not likely to fall within the scope of the MA&D assessment. **S106** - Sizewell Health will provide 24/7 first aid on site.	Not a MA&D	N/A – no potential change to likelihood
C34	Explosion and structural collapse at neighbouring sites	Explosion and structural collapse at neighbouring sites resulting in injury or death of construction personnel.	On site: Falling debris or collapse of infrastructure within the neighbouring area resulting in damage to construction equipment and risk of injury of construction personnel	**CoCP -** sets out requirements for emergency preparedness. 24/7 on-site emergency response provision.	Tolerable (**not significant**)	N/A – no potential change to likelihood
C36	Vandalism/crime leading to increased risk to the safety of members of public and site workers	Vandalism/crime/terrorism leading to increased risk to the safety of members of public and site workers	On site: Death or risk of injury to construction personnel;	**Main development site and associated developments design -** Implements Secured by Design principles,	TifALARP (**not significant**)	N/A – no potential change to likelihood

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
			Damage to construction equipment Off-site: Risk of injury or death to the general public.	provision of security fencing, lighting and CCTV amongst other security arrangements. **CoCP** – sets out the requirement for 24/7 on-site security provision. Security vetting and drug and alcohol testing will be implementing across the site. Required standards of behaviour as a condition for working on site will be set out in the Workers Code of Conduct.		
C37	Road Traffic Accident on the wider traffic network (including high consequence dangerous goods)	Road traffic accidents involving the proposed development's construction traffic or due to highway works associated with proposed development.	Off-site: Death or injury of road users on construction personnel; Damage to properties; Risk of contact with hazardous substances by general public; Contamination of sensitive environmental receptors and agricultural land.	**Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7) and **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8) set out measures for the management of construction traffic, including measures to reduce risks associated with road safety. The implementation of the **CTMP** and **CWTP** would be secured through a Section 106 Agreement (see the **draft Section 106 Heads of Terms** provided as an appendix to the **Planning Statement** (Doc Ref. 8.4)).	TifALARP (**not significant**)	N/A – no potential change to likelihood

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
				Traffic Incident Management Plan (TIMP) (Doc Ref. 8.6) (sets out arrangements to control Heavy Goods Vehicles (HGV) and bus movements in the event of an incident on the routes between park and rides and the main development site, and sets out proposals for coordinated working practices between SZC Co, Suffolk County Council and emergency services in the event of a traffic incident. The implementation of the **TIMP** would be secured through a Section 106 Agreement (see the **draft Section 106 Heads of Terms** provided as an appendix to the **Planning Statement** (Doc Ref. 8.4)). Pollution prevention and control measures are set out under risk ID C18 and C19.		
C38	Civil unrest or protest	Members of the public protesting; Construction staff industrial action Not covered under this item: Criminal damage or vandalism - see risk ID C36.	On site: Disruption to construction activities.	No effects resulting in serious damage as defined for the purposes of this assessment are considered likely to occur as a result of civil unrest or protest.	Not a MA&D	N/A – no potential change to likelihood

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
C39	Outbreak of Disease (emerging infectious disease or pandemic influenza)	Disease outbreak and infestation resulting in increased risk to the safety of members of the public and site workers	On site: Death or risk of injury to construction personnel.	**S106** - Sizewell Health will provide 24/7 first aid on site.	TifALARP (**not significant**)	N/A – no potential change to likelihood
C41	Loss or failure of electricity transmission	Damage to electricity transmission network from other developments or meteorological conditions impacting on service provision for proposed development. <u>Not covered within this item:</u> Disruption of utilities can lead to an interruption of communications (covered under risk ID C23 and C44) and services which may increase other MA&D risk	On site: Failure of equipment reliant on mains power. Disruption to construction activity and the operation of AD sites. Limited ability for an emergency response plan to be implemented, if reliant on mains power, and delay to emergency response. Limited ability to implement and effective safety, security and environmental management systems	**CoCP** - sets out requirements for emergency preparedness. Critical services may require back up power supply or batteries. 24/7 on-site emergency response provision.	Tolerable (**not significant**)	N/A – no potential change to likelihood.
C42	Loss or failure of gas supply	Damage to gas supply network from other developments or meteorological conditions impacting on service provision for proposed development.	On site: Failure of equipment reliant on gas supply (e.g. CHP plant at accommodation campus). Disruption to construction activity and the operation of AD sites.	The loss of utilities is unlikely to result in serious damage as defined for the purposes of this assessment.	Not a MA&D	N/A – no potential change to likelihood.
C43	Loss or failure of water supply	Damage to water supply network from other developments or meteorological conditions	On site: Disruption to construction activity	**CoCP** - sets out requirements for emergency preparedness.	TifALARP (**not significant**)	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
		impacting on service provision for proposed development.	and the operation of AD sites. Limited ability for an emergency response plan to be implemented, if reliant on water supply, and delay to emergency response. Limited ability to implement and effective safety and environmental management systems	24/7 on-site emergency response provision. **Main development site design** - includes water resource storage area for the provision of on-site water supply.		
C44	Loss or failure of telecommunications	Damage to electricity transmission or telecommunications networks from other developments or meteorological conditions impacting on service provision for proposed development.	On site: Interruption of communications and services which may lead to other MA&D risks; Limited ability of an emergency response plan to be implemented and delay to emergency response Limited ability to implement effective safety, security and environmental management systems	**CoCP** - sets out requirements for emergency preparedness. 24/7 on-site emergency response provision.	TifALARP (**not significant**)	N/A – no potential change to likelihood.
C45	Food supply contamination	Contamination of food supply resulting in increased risk to the safety of member of the public and site workers.	On site: Risk of injury to construction personnel.	24/7 on-site emergency response provision.	Tolerable (**not significant**)	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
				S106 - Sizewell Health will provide 24/7 first aid on site.		
C46	Local fuel supply failure	Risk of disruption to construction activities associated with availability of construction workforce	On site: Disruption to construction processes dependent on fuel supply; Limit the ability to implement and effective safety, security and environmental management systems Limited ability for an emergency response plan to be implemented, if reliant on fuel supply, and delay to emergency response.	**Main development site and associated developments design** - connection to mains power would be provided at the early stage of the construction programme. **CoCP** - sets out requirements for emergency preparedness. Critical services may require back up power supply or batteries. 24/7 on-site emergency response provision.	Tolerable (**not significant**)	N/A – no potential change to likelihood.
C48	Cyber-attack and digital data security	Hackers Security breach of the construction site <u>Not covered under this item:</u> Could result in the failure or loss of telecommunications (covered under risk IDs C23 and C44). Unauthorised access to the site and risk of vandalism/ crime/ terrorism (covered under risk ID C36).	On site: Loss of sensitive information which can increase the likelihood of crime/ terrorism/ vandalism; Could limit the ability to implement and effective safety, security and environmental management systems	SZC Co. would implement procedures and processes for dealing with sensitive information. Contractors will be required to comply with SZC Co. requirements for data security.	TifALARP (**not significant**)	N/A – no potential change to likelihood.
C49	Aviation Crash	Aircraft incident within the construction site Not covered under this item:	On site: Risk of injury to construction personnel.	**CoCP** - sets out requirements for emergency preparedness.	Tolerable (**not significant**)	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
		Fire and/ or explosion at the main development site or associated development sites (Covered under Risk ID C14 and C15) Fire at neighbouring site (Covered under Risk ID C33) Explosion or structural collapse at neighbouring site (Covered under Risk ID C34).		24/7 on-site emergency response provision.		
C50	Failure of financial system	Failure of the financial system resulting in a reduced public services Not covered under this item: Impacts on the ability of an emergency response plan to be implemented (Covered under Risk ID C53)	On site: Limited ability of an emergency response plan to be implemented and delay to emergency response Increased response time or lack of available resources may lead to other MA&D risks	**CoCP** - sets out requirements for emergency preparedness. 24/7 on-site emergency response provision.	Tolerable (**not significant**)	N/A – no potential change to likelihood.
C51	Radiation releases from foreign nuclear sites	Exposure of construction staff to radiation from foreign nuclear matter	On site: Risk of harm to the health of construction personnel	24/7 on-site emergency response provision. **S106** - Sizewell Health will provide 24/7 first aid on site.	Tolerable (**not significant**)	N/A – no potential change to likelihood.
C52	Influx of British Nationals	Displacement of construction staff in local accommodation resulting in disruption to construction activity	No pathway to create a MA&D	Effects are not likely to fall within the scope of the MA&D assessment.	Not a MA&D	N/A – no potential change to likelihood.
C53	Limiting the ability of an emergency response plan to be implemented	Access for emergency services to construction site being restricted Construction works impeding or obstructing the response of	On-site/ off-site Full or partial obstruction to the operation of emergency services, leading to a slow response time and increased number of	**CTMP** - sets out arrangements for the management, monitoring and review of Sizewell C construction traffic and AILs (e.g. notifications of AILs to be provided	TifALARP (**not significant**)	N/A – no potential change to likelihood.

ID	Hazard	Risk Event	Reasonably Foreseeable Worst Case Consequence (unmitigated)	Summary of Primary and Tertiary Mitigation	Tolerability of Risk[1]	Relevant to Proposed Change
		emergency services for another site. Delivery of Abnormal Indivisible Loads (AIL) restricting the response of emergency services	deaths/ injuries or spread of contamination for risk events described for construction.	to Highways England, SCC and police). **Main development site design**: Multiple emergency access routes provided to the main development site.		

APPENDIX B SHADOW HABITATS REGULATIONS ASSESSMENT REVIEW

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Contents

Acronyms and Abbreviations 1
1 Introduction 2
1.1 Background 2
2 Review 4
2.1 Supporting Studies 4
2.2 Assessment 5
3 Conclusion 8

Acronyms and Abbreviations

DCO	Development Consent Order
ESC	East Suffolk Council
LEEIE	Land East of Eastlands Industrial Estate
SHRA	Shadow Habitat Regulations Assessment
SAC	Special Area of Conservation
SCI	Site of Community Importance
SPA	Special Protection Area
SZC Ltd	Sizewell C

1 Introduction

1.1 Background

1.1.1 Sizewell C Limited ("SZC Ltd") is proposing to build a new nuclear power station (the “power station”) at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft and to the north-east of the town of Leiston.

1.1.2 Consent to construct and operate Sizewell C is provided through The Sizewell C (Nuclear Generating Station) Order 2022 (the "DCO" or the “Order”).

1.1.3 This Appendix has been prepared as part of the Environmental Compliance Report to accompany and support a Non-Material Change application (“NMC1”) made under section 153 and paragraph 2 of Schedule 6 of the Planning Act 2008.

1.1.4 As part of this submission, eight changes summarised in the Environmental Compliance Report and described in further detail in the Application Report have been reviewed for their potential relevance to the Shadow Habitats Regulations Assessment (“SHRA”) relied upon by the Secretary of State in determining to make the Order. Following an environmental screening exercise, it has been determined that only Change 1, use of part of the Land East of Eastlands Industrial Estate (LEEIE) as an Integrated Reinforcement Yard, introduces changes relevant to the SHRA review. The remaining seven changes either relate to procedural, drafting, or administrative amendments, or do not alter any of the assessment assumptions underpinning the SHRA.

1.1.5 Accordingly, this Appendix considers only the potential environmental effects of Change 1 for the SHRA. It confirms that all effect pathways and relevant environmental considerations are addressed in line with the requirements of the DCO and the supporting Environmental Compliance Report.

1.1.6 This Appendix does not consider the non-delivery of the 400 caravan pitches (equivalent to 600 bedspaces at 1.5 occupancy) on the previously anticipated LEEIE caravan park. The alternative delivery of these bedspaces elsewhere has been discussed and agreed with the Accommodation Working Group (AWG), as recorded within the Meeting Minutes dated 8th July 20241 and supported by the justification for change in Sizewell C’s Written Request for Approval2. The agreed approach states that replacement bedspaces will be provided by chalet bedspaces at Pontins Pakefield which have already been secured by the project, with a commitment for securing any remaining caravan pitches at a third-party caravan park site or sites within East Suffolk. Subject to planning consent, the remaining touring caravan pitches would be provided

1 Sizewell C Accommodation Working Group, Meeting Minutes, 8th July 2024. Available at: https://www.eastsuffolk.gov.uk/sites/default/files/2025-11/Sizewell%20C%20Accommodation%20Working%20Group%20Minutes%208%20July%202024.pdf [Accessed 22/04/2026]

2 Sizewell C (2024), Request for Approval: Change in Approach to LEEIE Caravan Park (online), Available at: https://www.eastsuffolk.gov.uk/sites/default/files/2025-11/Land%20East%20of%20Eastlands%20Industrial%20Estate%20Caravan%20Park%20Note%208%20July%202024.pdf [Accessed 22/04/2026]

at an extension to Pontins Pakefield. However, fall back measures are secured in the Order through the Housing Contingency Fund, if required, and as such, NMC1 Change Application is not dependent on the delivery of the holiday park extension application at Pontins Pakefield, and it does not form part of the NMC1 Change Application.

1.1.7 The application for a permanent extension to the facility, prepared by Pontins (DC/25/3078/FUL)[3], assessed the use of the facility for Sizewell C workers for an initial period prior to the extension being retained for holiday use. The assessment demonstrated that there would be no adverse effects on integrity of any site during this temporary use and is not repeated herein. No adverse effects on the integrity of adjacent European Sites as a result of an increase in recreational pressure was considered likely as the proportional change in the level of recreational activity as a result of the extension of the holiday park would be immaterial, considering the scale of the extension4. In addition, the total number of peak construction workforce for the Sizewell C Project is unchanged and, therefore, there are no additional in-combination recreational effects. The application (DC/25/3078/FUL) does note that an appropriate contribution would be made to the Suffolk Coastal Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) which would be agreed with East Suffolk Council.

3 East Suffolk Council, Application reference DC/25/3078/FUL, (online), Available at :https://publicaccess.eastsuffolk.gov.uk/onlineapplications/spatialDisplay.do?action=display&searchType=Application (accessed 28/10/2025)

4 DC/25/3078/FUL. Pakefield Holiday Village. Shadow Habitats Regulations Assessment. Part B: Information for Appropriate Assessment. Available at: https://publicaccess.eastsuffolk.gov.uk/online-applications/files/A2FD0B92BBD9E2A7BE492B2F0C03ECED/pdf/DC_25_3078_FUL-SHADOW_HABITATS_REGULATIONS_ASSESSMENT-5584012.pdf [Accessed 22/04/2026]

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

2 Review

2.1 Supporting Studies

2.1.1 To consider the potential environmental effects of Change 1, an environmental screening exercise has been undertaken (see Section 3 of the **Environmental Compliance Report**). The conclusions of this study have been reviewed to inform the preparation of this Appendix and determine which effect pathways require further consideration. **Table 2-1** summarises the effect pathways considered in the SHRA with regard to Change 1.

Table 2-1: Review of Effect Pathways

Effect Pathway	Relevance to the Change 1
Alteration of coastal processes / sediment transport	Change 1 is not related to the marine environment. Whilst it facilitates the construction of the marine tunnels, the methodology for construction remains the same as considered in the ES. There would be no changes to the conclusions of the SHRA in relation to the 'alteration of coastal processes / sediment transport' effect pathway.
Water quality effects – marine environment	Change 1 is not related to the marine environment. Whilst it facilitates the construction of the marine tunnels, the methodology for construction remains the same as considered in the ES. There would be no changes to the conclusions of the SHRA in relation to the 'water quality effects – marine environment' effect pathway.
Water quality effects – terrestrial environment	As identified in Section 3 of the Environmental Compliance Report, Change 1 would not change the conceptual site model (Volume 2, Appendix 18B). Given this, it is not anticipated to result in new or materially different likely significant effects on groundwater and surface water. There would be no changes to the conclusions of the SHRA in relation to the 'water quality effects – terrestrial environment' or 'alteration of local hydrology and hydrogeology' effect pathways.
Alteration of local hydrology and hydrogeology	
Changes in air quality	Section 4.4 (Air Quality) of the Environmental Compliance Report demonstrates that Change 1 would not change the conclusions of the ES in relation to changes in air quality. There would be no changes to the conclusions of the SHRA in relation to the 'changes in air quality' effect pathway.
Radiological effects	Change 1 is not related to operation of the Sizewell C Power Station. There would be no changes to the conclusions of the SHRA in relation to the 'radiological effects' pathway.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Effect Pathway	Relevance to the Change 1
Direct habitat loss and fragmentation	There are no changes to the Order Limits as part of the Change 1. There would be no changes to the conclusions of the SHRA in relation to the 'direct habitat loss and fragmentation' effect pathway.
Disturbance effects on species populations	Change 1 does introduce changes to the assumptions made within the SHRA which have been considered further within the Environmental Compliance Report. Whilst the changes have been demonstrated not to introduce new and or materially different likely significant environmental effects, further consideration is required in the context of the SHRA.
Disturbance due to increased recreational pressure	Change 1 is unlikely to result in changes to assumptions on recreational displacement noting the findings of Section 4.4 (Socio-economics) and Section 4.5 of the Environmental Compliance Report on worker numbers. Should any changes arise, mitigation measures are secured through Mitigation and Monitoring Plans[5] (MMPs) annexed to the Deed of Obligation (the MMP for Minsmere – Walberswick and Sandlings (North) and MMP for Sandlings (Central) and Alde Ore) to ensure any effects of increased recreational pressure are managed appropriately. There would be no changes to the conclusions of the SHRA in relation to the 'disturbance due to increased recreational pressure' effect pathway.
Physical interaction between species and Project infrastructure	Change 1 is not related to operation of the Sizewell C Power Station. There would be no changes to the conclusions of the SHRA in relation to the 'physical interaction between species and Project infrastructure' effect pathway.

2.2 Assessment

2.2.1 Table 2-2 provides a summary of the European sites considered within the SHRA.

Table 2-2: European Sites considered in the SHRA

Site Name	Designation	Approximate Distance to LEEIE
Alde-Ore and Butley Estuaries	SAC	4.7km
Alde-Ore Estuary	SPA	4.7km

5 Two MMPs were annexed to the Deed of Obligation to define a suite on monitoring measures for recreational displacement and disturbance associated with the construction of the Sizewell C Project. These MMPs are supported by the European Sites Access Contingency Fund which provides secured funds for the implementation of additional mitigation should it be determined to be necessary.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

Site Name	Designation	Approximate Distance to LEEIE
Alde-Ore Estuary	Ramsar site	4.7km
Benacre to Easton Bavents Lagoons	SAC	16.5km
Benacre to Easton Bavents	SPA	15.9km
Deben Estuary	SPA	19.8km
Deben Estuary	Ramsar site	19.8km
Dew's Ponds	SAC	10.7km
Humber Estuary	SAC	>150km
Minsmere to Walberswick Heaths and Marshes	SAC	2.25km
Minsmere-Walberswick	SPA	2.25km
Minsmere-Walberswick	Ramsar site	2.25km
Orfordness-Shingle Street	SAC	7.9km
Outer Thames Estuary	SPA	1.8km
Sandlings	SPA	0.5km
Staverton Park and the Thicks, Wantisden	SAC	14.8km
Southern North Sea	SAC	1.8km
Stour and Orwell Estuaries	SPA	>25km
Stour and Orwell Estuaries	Ramsar site	>25km
The Wash and North Norfolk Coast	SAC	>75km
Schelde- en Durmeëstuarium van de Nederlandse grens tot Gent	Site of Community Importance (SCI)	>175km
Unterweser	SCI	>475km
Weser bei Bremerhaven	SCI	>475km
Nebenarme der Weser mit Strohauser Plate und Juliusplate	SCI	>475km
SchleswigHolsteinisches Elbästuar und angrenzende Flächen	SCI	>500km
Unterelbe	SCI	>500km
Mühlenberger Loch/Neßsand	SCI	>500km
Rapfenschutzgebiet Hamburger Stromelbe	SCI	>550km
Hamburger Unterelbe	SCI	>550km
Elbe zwischen Geesthacht und Hamburg	SCI	>575km

a) SACs designated for Marine Features and SCIs

2.2.2 As identified in Table 2-1, Change 1 would not result in any changes to effects within the marine environment and therefore the conclusions of the SHRA for this site would remain unchanged.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

b) SACs designated for Terrestrial Features

2.2.3 As identified in Table 2-1, Change 1 would not result in any changes to effects within the coastal, freshwater or terrestrial qualifying features and therefore the conclusions of the SHRA would remain unchanged.

c) SPAs and Ramsar

2.2.4 **Table 2-1** identified that further consideration would need to be given to the potential disturbance effects introduced by Change 1.

Visual Disturbance

2.2.5 The SHRA noted that "based on the available evidence from disturbance studies and the potential complexity of defining disturbance zones for individual species, which show variability of response to sources of disturbance, a zone of sensitivity to disturbance of 300m from potential sources of activity and visual intrusion is considered precautionary. As such, this is considered to be an appropriate buffer distance in situations where the activities in question are visible to the birds using the potentially affected areas. However, where visibility is obscured by screening or as a result of the topographical and habitat conditions on the site, reduced buffer distances are likely to be appropriate."

2.2.6 As there are no European Sites or functionally linked land within 300m of the LEEIE, the effects of the SHRA in relation to visual disturbance would remain unchanged.

Artificial Lighting

2.2.7 Change 1 would comply with the controls set out within the Lighting Management Plan which would ensure minimal light spillage at the site's boundaries. In addition, noting that the closest European Sites or functionally linked land is over 500m from the LEEIE, the effects of the SHRA in relation to artificial lighting would remain unchanged.

Noise Disturbance

2.2.8 Due to the localised nature of the changes in the noise environment as a result of Change 1 (see Environmental Compliance Report Appendix A for detailed assessment), there is no potential for changes to effects described in the SHRA as a result of noise disturbance.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP

3 Conclusion

3.1.1 Having considered the effect pathways (Table 2-1), the only pathway that was screened in for further consideration was disturbance effects on species populations. However, due to the localised nature of the changes in the visual and noise environment as a result of Change 1, there is no potential for changes to effects described in the SHRA for all European Sites.

3.1.2 Change 1 does not alter the conclusions of the SHRA and is not expected to change the conclusion of the HRA made by the Secretary of State.

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825. Registered office: 25 Copthall Avenue, London EC2R 7BP