



The Sizewell C Project

6.14 Environmental Statement Addendum Volume 1: Environmental Statement Addendum Chapters Chapter 1 Introduction and Scope

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1 INTRODUCTION AND SCOPE OF THE ENVIRONMENTAL STATEMENT ADDENDUM

1.1 Introduction

a) Background to the Sizewell C Project

1.1.1 NNB Generation Company (SZC) Limited (SZC Co.) submitted an application for a Development Consent Order (DCO) to the Planning Inspectorate under the Planning Act 2008 for the Sizewell C Project in May 2020 (referred to as the ‘Application’). The Application was accepted for examination in June 2020.

1.1.2 Since the submission of the Application, SZC Co. has continued to engage with the local authorities, environmental organisations, local stakeholder groups and the public with regard to the Application. This process has identified potential opportunities for changing the Application to further minimise impacts on the local area and environment in many cases, whilst reflecting the further design detail that has come forward in preparation for implementation of the Sizewell C Project.

1.1.3 In addition to the proposed changes, SZC Co. has also prepared ‘Additional Information’. This does not constitute a change to the Order Limits and parameters assessed within the Application however it does supplement the information supporting the Application and should assist interested parties in their understanding of matters.

1.1.4 The proposed changes and the Additional Information are described and assessed in a number of updates and addenda to the originally submitted application documents.

b) Purpose of the Environmental Statement Addendum

1.1.5 An **Environmental Statement** (‘ES’) (Doc Ref. Book 6) [APP-159 to APP-582] was submitted as part of the Application, which was prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (Ref. 1) and the requirements of the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) (Ref. 2). These sets of regulations are referred to as the Infrastructure Planning EIA Regulations, Marine Works EIA Regulations or the EIA Regulations collectively hereafter.

1.1.6 In response to a procedural decision issued by the Examining Authority on 23 October 2020 [[PD-005](#)], the following documents that amended errors in or supplemented the ES were submitted to the Examining Authority on 16 November 2020:

- Volume 2 Main Development Site Chapter 12 Air Quality Figure 12.1, version 2 (Doc Ref. 6.3(A)) [[AS-015](#)];
- Appendix 2A- 2B Interrelationship effects on human and other receptors, version 2 (Doc Ref. 6.11 2A-2B) [[AS-016](#)];
- Reports Referenced in the Environmental Statement (Doc Ref. 6.12) [[AS-020](#)]; and
- Additional Ecology Baseline Survey Reports (Doc Ref. 6.13) [[AS-021](#) and [AS-022](#)].

1.1.7 In response to a procedural decision issued by the Examining Authority on 24 November 2020 [[PD-008](#)], the following documents that supplemented the ES were submitted to the Examining Authority on 8 December 2020:

- Additional Ecology Baseline Survey Reports (Doc Ref. 6.13(A)) [[AS-036](#) and [AS-037](#)].

1.1.8 SZC Co. also responded to the Examining Authority's procedural decision [PD-009](#) on 8 January 2021, which included clarifications and information on previous submissions.

1.1.9 This document is an addendum to the ES submitted with the Application in May 2020. The purpose of this **Environmental Statement Addendum** ('**ES Addendum**') is to present an assessment of any new or different significant effects that are likely to result from the proposed changes to the Application that have been developed since the submission.

1.1.10 These are considered relevant updates in so far as these matters pertain to the contents of an 'Environmental Statement' under the EIA Regulations.

1.1.11 Where other Additional Information has been submitted since the original ES was prepared and submitted (e.g. new or updated baseline information, updates to modelling, or corrections made to the previous assessments), this is referenced in this ES Addendum along with an assessment of any implications on the outcomes of the environmental impact assessment (EIA).

1.2 Overview of the Sizewell C Project

a) Overview of the Sizewell C Project proposals in the Application

1.2.1 Sizewell C would be located to the north of the existing Sizewell B power station, on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; and to the north-east of the town of Leiston.

- 1.2.2 The proposed Sizewell C nuclear power station would comprise two UK EPR™ units with an expected net electrical output of approximately 1,670 megawatts (MW) per unit, giving a total site capacity of approximately 3,340MW. The design of the UK EPR™ units is based on technology used successfully and safely around the world for many years, which has been enhanced by innovations to improve performance and safety. The UK EPR™ design has passed the Generic Design Assessment process undertaken by the United Kingdom (UK) regulators (Office for Nuclear Regulation and Environment Agency), and has been licenced and permitted at Hinkley Point C. Once operational, Sizewell C would be able to generate enough electricity to supply approximately six million homes in the UK.
- 1.2.3 In addition to the key operational elements of the UK EPR™ units, the Sizewell C Project comprises other permanent and temporary development to support the construction and operation of the Sizewell C nuclear power station. The key elements are the main development site, comprising the Sizewell C nuclear power station itself, offshore works, land used temporarily to support construction including an accommodation campus, the enhancement of sports facilities in Leiston, fen meadow and, if required, temporary marsh harrier improvement area (Westleton), and a series of off-site associated development sites in the local area. These are:
- two temporary park and ride sites; one to the north-west of Sizewell C at Darsham (the ‘northern park and ride’), and one to the south-west at Wickham Market (the ‘southern park and ride’) to reduce the amount of traffic generated by the construction workforce on local roads and through local villages;
 - a permanent road to bypass Stratford St Andrew and Farnham (referred to as the ‘two village bypass’) to alleviate traffic on the A12 through the villages;
 - a permanent road linking the A12 to the Sizewell C main development site (referred to as ‘Sizewell link road’) to alleviate traffic from the B1122 through Theberton and Middleton Moor;
 - permanent highway improvements at the junction of the A12 and B1122 east of Yoxford (referred to as the ‘Yoxford roundabout’) and other road junctions to accommodate Sizewell C construction traffic;
 - a temporary freight management facility at Seven Hills on land to the south-east of the A12/A14 junction to manage the flow of freight to the main development site; and

- a temporary extension of the existing Saxmundham to Leiston branch line into the main development site ('the green rail route') and other permanent rail improvements on the Saxmundham to Leiston branch line, to transport freight by rail in order to remove large numbers of heavy goods vehicles (HGVs) from the regional and local road network.

1.3 Additional Information

1.3.1 This ES Addendum considers any new or different effects arising from the Additional Information, which has been collated and submitted since the acceptance of the Application. This includes:

- Updated and new environmental information that has become available from additional surveys, desk-based research, modelling and assessment since the production of the ES. This includes the following additional information:
 - updated traffic modelling and transport environmental assessment to account for refined strategic traffic modelling, a new micro-simulation of journey times, a 'typical-day' scenario during peak construction and sensitivity testing (described in further detail in **Chapter 2** of this **ES Addendum**);
 - updated noise traffic modelling and assessment to account for the refined strategic traffic modelling and sensitivity testing (described in further detail in **Chapters 2, 5, 6 and 7** and **Volume 3, Appendices 2.6.A, 5.3.B, 6.3.B, and 7.3.B** of this **ES Addendum**);
 - updated air quality traffic modelling and assessment to account for the refined strategic traffic modelling and latest emission factors published by Defra (described in further detail in **Chapters 2 to 9** and **Volume 3, Appendix 2.7.C** of this **ES Addendum**) and further air quality sensitivity testing (refer to **Chapter 2** of the **ES Addendum** and **Volume 3, Appendix 2.7.A** of this **ES Addendum**);
 - additional rail noise and vibration surveys and assessment (described in further detail in **Chapter 9** and **Volume 3, Appendices 9.3.A to 9.3.D** of this **ES Addendum**);
 - draft rail noise mitigation strategy (described in further detail in **Chapter 9** and **Volume 3, Appendix 9.3.E** of this **ES Addendum**);

- baseline survey reports and data for terrestrial ecology and ornithology assessments, including on habitats, invertebrates, natterjack toad, reptiles, great crested newt, birds, badger, water vole, otter, and fish (described in further detail in **Chapters 2-6** and **9** of this **ES Addendum**). This includes baseline survey reports submitted on the 16 November 2020 [[AS-021](#) and [AS-022](#)] and 8 December 2020 [[AS-036](#) and [AS-037](#)] in response to a procedural decision issued by the Examining Authority [[PD-005](#) and [PD-008](#)];
- protected species licence and method statement updates (refer to **Volume 3, Appendix 2.9.C** of this **ES Addendum**);
- archaeological evaluation reports and other updates to historic environment assessments, where relevant (described in further detail in **Chapters 2, 5, 6, 8** and **9** and **Volume 3, Appendices 2.11.A, 5.8.A, 7.5.A, 8.3.A** and **9.6.A** of this **ES Addendum**);
- additional information on ground conditions (described in further detail in **Chapter 2** and **Volume 3, Appendix 2.13.A** of this **ES Addendum**);
- updated and additional fish assessments (described in further detail in **Chapter 2** and **Volume 3, Appendix 2.17.A** of this **ES Addendum**);
- additional flood risk modelling and assessment of the main development site and two village bypass, including flood risk emergency plans (refer to **Chapters 2** and **5** of the **ES Addendum**);
- review of the Sizewell link road drainage design presented within the ‘Sizewell link road - DCO Design Validation – Drainage Technical Note’ (refer to **Chapter 6** and **Volume 3, Appendix 6.2.B** of this **ES Addendum**); and
- additional socio-economic baseline information on crime incidents (refer to **Chapter 2** of this **ES Addendum**).
- Design refinements that do not require changes to the Order Limits or parameters, including further information on assumptions, mitigation strategies and management plans. This includes:
 - update to the freight management strategy (described in further detail in **Chapter 2** of this **ES Addendum**);
 - updates to the materials management strategy (described in further detail in **Chapter 2** and **Volume 3, Appendix 2.2.C** of this **ES Addendum**);

- additional information on the water supply strategy (described in further detail in **Chapter 2** and **Volume 3, Appendix 2.2.D** of this **ES Addendum**);
- the fen meadow strategy (described in further detail in **Chapter 2** and **Volume 3, Appendix 2.9.D** of this **ES Addendum**);
- update to the water monitoring and response strategy included within **Volume 2, Appendix 19F** of the **ES** (refer to **Volume 3, Appendix 2.14.A** of this **ES Addendum**);
- draft coastal processes monitoring and management plan (described in further detail in **Chapter 2** and **Volume 3, Appendix 2.15.A** of this **ES Addendum**);
- additional information on temporary contractor compound areas on the two village bypass site (described in further detail in **Chapter 5** and **Volume 3, Appendix 5.2.A** of this **ES Addendum**) and the Sizewell link road site (described in further detail in **Chapter 6** and **Volume 3, Appendix 6.2.A** of this **ES Addendum**); and
- outline landscape and ecology management plans for two-village bypass and Sizewell link road (described in further detail in **Chapters 5** and **6** of this **ES Addendum**).
- Corrections that have been made where errors have been identified in plans or other Application documents, which have the potential for example, to alter an effect reported in the ES:
 - clarifications on plans of the main development site, two-village bypass and Sizewell link road (described in further detail in **Chapters 2, 5** and **6** of this **ES Addendum**);
 - corrections to pedestrian delay calculations within the transport environmental assessment (refer to **Chapter 2** of this **ES Addendum**);
 - corrections to traffic noise modelling presented with the two village bypass, Sizewell link road and Yoxford roundabout and other highways assessments (described in further detail in **Chapters 5, 6** and **7** and **Volume 3, Appendices 5.3.A, 6.3.A** and **7.3.A**);
 - corrections to traffic air quality modelling and figures for construction dust assessment (described in further detail in **Chapters 2** to **9** of the **ES Addendum** and **Volume 3, Appendices 2.7.B** and **2.7.C**); and

- update to the soils and agricultural assessments presented in **Volume 2, Chapter 17** (Doc Ref. 6.3) [\[APP-277\]](#) and **Volume 6, Chapter 10** of the **ES** (Doc Ref. 6.7) [\[APP-470\]](#) to correct errors in the assessment.

1.4 Proposed changes to the Sizewell C Project

1.4.1 Since the submission of the Application, a number of proposed changes to the Sizewell C Project (also referred to as the 'proposed development') have been identified.

1.4.2 These proposed changes include:

- **Change 1** Potential to increase in the frequency of freight train movements to facilitate bulk material imports by rail (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 2:** An enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 3:** Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 4:** Change to certain parameter heights and activities on the main development site (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 5:** Change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 6:** Change to the Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 7:** Revisions to tree retention on the main development site (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 8:** Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall (described in further detail in **Chapter 2** of this **ES Addendum**).

- **Change 9:** Change to the sea defence to make the scheme more efficient and resilient to climate change (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 10:** Extension of landscaped bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (described in further detail in **Chapter 4** of this **ES Addendum**).
- **Change 11:** Extension of the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 12:** Extensions and reductions of the Order Limits for works on the two village bypass, Sizewell link road and Yoxford roundabout, as well as minor changes to the public right of way proposals at these sites (described in further detail in **Chapters 5, 6 and 7** of this **ES Addendum**).
- **Change 13:** Minor extensions and reductions of the Order Limits for works on the main development site and related sites (fen meadow mitigation sites and marsh harrier improvement sites) (described in further detail in **Chapter 2** of this **ES Addendum**).
- **Change 14:** Minor reductions to the Order Limits of the northern park and ride, the A12/B1119 junction at Saxmundham and the A1094/B1069 south of Knodishall (described in further detail in **Chapters 4 and 7** of this **ES Addendum**).
- **Change 15:** A new bridleway link between Aldhurst Farm and Kenton Hills (described in further detail in **Chapter 2** of this **ES Addendum**).

1.4.3 The proposed development which incorporates these changes is referred as the ‘revised proposed development’. The site boundary for the revised proposed development is shown on **Figure 1.2.1** in **Volume 2** of this **ES Addendum**.

1.5 Scope and methodology of this ES Addendum

a) Overview

1.5.1 This section outlines the scope and methodology used in this ES Addendum. This ES Addendum should be read in conjunction with the ES submitted with the Application in May 2020 (Doc Ref. Book 6) [APP-159 to APP-582], as amended and supplemented on 16 November 2020 and 8 December 2020. Throughout this ES Addendum, references are given to the SZC Co. document numbers (‘Doc Ref.’ numbers) and the document

numbers assigned by the Examining Authority (identified within square brackets, e.g. [APP-159]).

- 1.5.2 A glossary of terms and list of abbreviations used in this ES Addendum is provided within **Book 1** (Doc Ref. 1.1d(A)).
- 1.5.3 The general assessment methodology and topic-specific methodologies, relevant legislation, policy and guidance, key assumptions and limitations set out in **Volume 1, Chapter 6** of the **ES** submitted with the Application (Doc Ref. 6.2) [APP-171 and APP-177] remain unchanged, unless specifically stated. This is to ensure there is consistency between the ES and the ES Addendum.
- 1.5.4 Since the submission of the Application, the Suffolk Coastal Local Plan was adopted in September 2020 (Ref. 3). However, the ES submitted with the Application already accounted for the emerging policies of the new Local Plan. Therefore, no changes to the conclusions or the assessments presented in the ES are required as a result.
- 1.5.5 In parallel with this ES Addendum, addenda have also been prepared for the **Main Development Site Design and Access Statement** (Doc Ref. 8.1Ad), **Shadow Habitats Regulations Assessment** (Doc Ref. 5.10Ad), **Water Framework Directive Compliance Assessment** (Doc Ref. 8.14Ad), **Main Development Site Flood Risk Assessment** (Doc Ref. 5.2(A)Ad), **Two Village Bypass Flood Risk Assessment** (Doc Ref. 5.5Ad), **Transport Assessment** (Doc Ref. 8.5(A)Ad), and **Mitigation Route Map** (Doc Ref. 8.12Ad). Where relevant, these addenda have been referred to in this ES Addendum.
- 1.5.6 In addition to the addenda, the following documents have been prepared which have been referred to and taken into account in this ES Addendum: **Freight Management Strategy** (Doc Ref. 8.18), **Two Village Bypass Outline Landscape and Ecology Management Plan** (Doc Ref. 8.3A) and **Sizewell Link Road Outline Landscape and Ecology Management Plan** (Doc Ref. 8.3B).
- 1.5.7 The **Code of Construction Practice (CoCP)** has also been revised to take into account the updated environmental assessments (Doc Ref 8.11(A)).
 - b) **Scope and methodology for the assessment of additional information and design changes**
- 1.5.8 Prior to assessing the environmental effects of the proposed changes and the Additional Information, a screening exercise was undertaken. This comprised a review of the proposed changes and the Additional Information by EIA specialists across all technical assessments presented

in the ES. The screening exercise was used to determine whether the proposed changes or Additional Information had the potential to result in any new or different significant environmental effects compared to those reported in the ES.

- 1.5.9 The outcome of this screening exercise is provided in **Table 1.1**, and where necessary, proposed changes or Additional Information of relevance to the assessment are detailed in the site-specific chapters of this ES Addendum. Where the proposed changes or Additional Information are not considered likely to change the assessment presented in the ES, they are not considered further.
- 1.5.10 Any proposed changes or Additional Information identified as having the potential to result in new or different significant environmental effects were then subject to further assessment, following the methodology outlined for each relevant topic set out in **Volume 1, Chapter 6** of the **ES** (Doc Ref. 6.2) [[APP-171](#) and [APP-177](#)].
- 1.5.11 This ES Addendum presents the potential for new or different significant effects to arise for the Additional Information and for each proposed change individually, with a combined assessment of the proposed changes (if relevant) provided at the end. The assessments present the potential impacts of the Additional Information first, followed by the assessment of the proposed changes. As much of the Additional Information supplements the original ES (for example provides further detail and updates the baseline environment as presented in the Application), it is considered logical that the assessment of the changes follow and are considered in the context of the original and updated environmental assessments.

Table 1.1: Updates to the Sizewell C Project ES due to Additional Information and proposed changes

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
Chapter 2: Main development site		
Section 2.3: Conventional Waste and Material Resources	<ul style="list-style-type: none"> Materials Management Strategy Update. 	<ul style="list-style-type: none"> All design changes reviewed (Changes 1 to 15), however in particular Change 12 which includes extensions and reductions of the Order Limits for works on the two-village bypass and Sizewell link road.
Section 2.4: Socio-economics	<ul style="list-style-type: none"> Additional socio-economic baseline data on crime incidents. 	Proposed changes are unlikely to result in any new or different effects reported in the ES.
Section 2.5: Transport	<ul style="list-style-type: none"> Updated traffic modelling and assessment. Updates to correct errors. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements. Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15).
Section 2.6: Noise and Vibration	<ul style="list-style-type: none"> Updated noise traffic modelling and assessment. 	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) The impacts of Change 1 and Change 2 on HGV movements. Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3).

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
		<ul style="list-style-type: none"> Change to certain parameter heights and activities on the main development site (Change 4). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11).
Section 2.7: Air Quality	<ul style="list-style-type: none"> Updates to correct errors in the air quality assessment. Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) The impacts of Change 1 and Change 2 on construction traffic movements. Change to certain parameter heights and activities on the main development site (Change 4). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11).
Section 2.8: Landscape and Visual	-	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to certain parameter heights and activities on the main development site (Change 4) Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5).

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
		<p>Change to Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6).</p> <ul style="list-style-type: none"> Revisions to tree retention at the main development site (Change 7). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). Minor extensions and reductions of the Order Limits for works on the main development site and related sites (fen meadow mitigation sites and marsh harrier improvement sites) (Change 13). A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15).
Section 2.9: Terrestrial Ecology and Ornithology	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data. Protected species licence and method statement updates. Fen Meadow Strategy. 	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Change to Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Revisions to tree retention at the main development site (Change 7).

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
		<ul style="list-style-type: none"> Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11).
Section 2.10: Amenity and Recreation	<ul style="list-style-type: none"> Clarifications to plans including Access and Rights of Way Plans for new and altered means of access. Traffic modelling and assessment. Updated noise traffic modelling and assessment. Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). The impacts of Change 1 and Change 2 on HGV movements. Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to certain parameter heights and activities on the main development site (Change 4). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15).
Section 2.11: Terrestrial Historic Environment	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments. 	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to certain parameter heights and activities on the main development site (Change 4).

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
		<ul style="list-style-type: none"> Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11).
Section 2.12: Soils and Agriculture	<ul style="list-style-type: none"> Updates to correct errors in the soils and agriculture assessment. 	<ul style="list-style-type: none"> Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15).
Section 2.13: Geology and Land Quality	<ul style="list-style-type: none"> Main Development Site: Phase 2 Geo-Environmental Report. 	<ul style="list-style-type: none"> Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11).
Section 2.14: Groundwater and Surface Water	<ul style="list-style-type: none"> Additional flood risk modelling and assessment of the main development site. Update to the water monitoring and response strategy presented within Volume 2, Appendix 19F of the ES. 	<ul style="list-style-type: none"> Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Change to Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8).

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
		<p>Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9).</p> <ul style="list-style-type: none"> Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11).
Section 2.15: Coastal Geomorphology and Hydrodynamics	<ul style="list-style-type: none"> Coastal Processes Monitoring and Management Plan. 	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8). <p>Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9).</p>
Section 2.16: Marine Water Quality and Sediments	-	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8).
Section 2.17: Marine Ecology and Fisheries	<ul style="list-style-type: none"> Updated and additional fish assessments. 	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2).
Section 2.18: Marine Historic Environment	-	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2).
Section 2.19: Marine Navigation	-	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2).
Section 2.20: Radiological Effects	-	Proposed changes are unlikely to result in any new or different effects reported in the ES.

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
Section 2.21: Climate change	<ul style="list-style-type: none"> Materials Management Strategy Update Two Village Bypass Outline Landscape and Ecology Management Plan (Doc Ref. 8.3A). Sizewell Link Road Outline Landscape and Ecology Management Plan (Doc Ref. 8.3B). 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements. Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Change to Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). Extensions and reductions of the Order Limits for works on the Two village bypass, Sizewell link road and Yoxford roundabout as well as minor changes to the public right of way proposals at these sites (Change 12).
Section 2.22: Major Accidents and disasters	-	Proposed changes are unlikely to result in any new or different effects reported in the ES.
Section 2.23: Health and Wellbeing	<ul style="list-style-type: none"> Traffic modelling and assessment. Updated noise traffic modelling and assessment. Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1). Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). The impacts of Change 1 and Change 2 on construction traffic movements.
Chapter 3: Northern park and ride		

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
Section 3.3: Air Quality	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements
Section 3.4: Terrestrial Ecology and Ornithology	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data 	Proposed changes are unlikely to result in any new or different effects reported in the ES.
Chapter 4: Southern park and ride		
Section 4.3: Noise and Vibration	-	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10).
Section 4.4: Air Quality	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10). Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements
Section 4.5: Landscape and Visual	-	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10).
Section 4.6: Terrestrial Ecology and Ornithology	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data 	Proposed changes are unlikely to result in any new or different effects reported in the ES
Section 4.7: Amenity and Recreation	-	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10).

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
Section 4.8: Terrestrial Historic Environment	-	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10).
Chapter 5: Two village bypass		
Section 5.3: Noise and Vibration	<ul style="list-style-type: none"> Addition of indicative temporary contractor compound area to the western end of the bypass. Updated noise traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements.
Section 5.4: Air Quality	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements.
Section 5.5: Landscape and Visual	<ul style="list-style-type: none"> Addition of indicative temporary contractor compound area to the western end of the bypass. 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).
Section 5.6: Terrestrial Ecology and Ornithology	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline data. Two Village Bypass Outline Landscape and Ecology Management Plan (Doc Ref. 8.3A). 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).
Section 5.7: Amenity and Recreation	<ul style="list-style-type: none"> Clarifications to plans including Access and Rights of Way Plans for new and altered means of access. Addition of indicative temporary contractor compound area to the western end of the bypass. Traffic modelling and assessment. Updated noise traffic modelling and assessment. Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
Section 5.8: Terrestrial Historic Environment	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments. Addition of indicative temporary contractor compound area to the western end of the bypass. 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).
Section 5.9: Soils and Agriculture	-	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).
Section 5.10: Groundwater and Surface Water	<ul style="list-style-type: none"> Additional flood risk modelling and assessment of the two village bypass. 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).
Chapter 6: Sizewell link road		
Section 6.3: Noise and Vibration	<ul style="list-style-type: none"> Addition of indicative temporary contractor compound areas. Updated noise traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements. Extensions and reductions of the Order Limits for works on the Sizewell link road (which form part of Change 12).
Section 6.4: Air Quality	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements.
Section 6.5: Landscape and Visual	<ul style="list-style-type: none"> Addition of indicative temporary contractor compound areas. 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at this site (which form part of Change 12).

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
Section 6.6: Terrestrial Ecology and Ornithology	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data. Sizewell Link Road Outline Landscape and Ecology Management Plan (Doc Ref. 8.3B). 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road (which form part of Change 12).
Section 6.7: Amenity and Recreation	<ul style="list-style-type: none"> Clarifications to plans including Access and Rights of Way Plans for new and altered means of access. Addition of indicative temporary contractor compound areas. Traffic modelling and assessment. Updated noise traffic modelling and assessment. Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).
Section 6.8: Terrestrial Historic Environment	<ul style="list-style-type: none"> Updates to the historic environment assessments. 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).
Section 6.9: Soils and Agriculture	<ul style="list-style-type: none"> Update to correct errors to the soils and agricultural assessments presented in the ES. 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).
Section 6.10: Groundwater and Surface Water	<ul style="list-style-type: none"> Sizewell link road – drainage design validation report. 	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12).
Chapter 7: Yoxford roundabout and other highway improvements		
Section 7.3: Noise and Vibration	<ul style="list-style-type: none"> Updated noise traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements.

Topic	Additional Information Relevant to the Topic	Proposed Change(s) Relevant to the Topic
		<ul style="list-style-type: none"> Reductions of the Order Limits for works on the Yoxford roundabout (which form part of Change 12).
Section 7.4: Air Quality	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements.
Section 7.5: Terrestrial Historic Environment	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments. 	Proposed changes are unlikely to result in any new or different effects reported in the ES
Chapter 8: Freight management facility		
Section 8.3: Air Quality	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment. 	Proposed changes are unlikely to result in any new or different effects reported in the ES
Section 8.4: Terrestrial Historic Environment	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments. 	Proposed changes are unlikely to result in any new or different effects reported in the ES
Chapter 9: Rail		
Section 9.3: Noise and vibration	<ul style="list-style-type: none"> Updated noise traffic modelling and assessment. Rail Noise Surveys and Assessments. 'Draft' Rail Noise Mitigation Strategy. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1)
Section 9.4: Air Quality	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment. 	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements.
Section 9.5: Terrestrial Ecology and Ornithology	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data. 	Proposed changes are unlikely to result in any new or different effects reported in the ES
Section 9.6: Terrestrial Historic Environment	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments. 	Proposed changes are unlikely to result in any new or different effects reported in the ES

1.6 General assumptions and limitations

- 1.6.1 During the preparation of an ES, there are sometimes circumstances in which the information available to inform the assessment process is limited. For example, while it has been possible to access more land since the ES was prepared, it has not been possible to carry out surveys on all of the land affected. Nevertheless, it is considered that the baseline is sufficiently robust to allow the assessment of the likely environmental effects of the changes to the design, on the basis of a precautionary approach.
- 1.6.2 In addition, there is inevitably some uncertainty in predicting future baseline conditions, impacts and effects, especially given that construction of the proposed development will not commence until 2022.
- 1.6.3 Where relevant for each environmental topic, key assumptions made in undertaking the assessment have been explained and their consequences on the completeness or potential accuracy of the conclusions have been identified. These remain as set out in **Volume 1, Chapter 6** of the **ES** submitted with the Application (Doc Ref. 6.2) [\[APP-171\]](#) and [\[APP-177\]](#), unless otherwise stated within the subsequent chapters of this ES Addendum.

1.7 Structure of this ES Addendum

- 1.7.1 This ES Addendum comprises three volumes and follows the broad structure of the ES.
- 1.7.2 The remainder of this volume (**Volume 1**) is structured so the chapters provide an addendum to the corresponding ES volumes, as outlined below:
- **Chapter 2 – Main development site** (ES Volume 2, Doc Ref. 6.3, [APP-178 to APP-347]);
 - **Chapter 3 – Northern park and ride** (ES Volume 3, Doc Ref. 6.4 [APP-348 to APP-377]);
 - **Chapter 4 – Southern park and ride** (ES Volume 4, Doc Ref. 6.5, [APP-378 to APP-408]);
 - **Chapter 5 – Two village bypass** (ES Volume 5, Doc Ref. 6.6, [APP-409 to APP-443]);
 - **Chapter 6 – Sizewell link road** (ES Volume 6, Doc Ref. 6.7, [APP-444 to APP-477]);

- **Chapter 7 – Yoxford roundabout and other highway improvements** (ES Volume 7, Doc Ref. 6.8, [APP-478 to APP-508]);
- **Chapter 8 – Freight Management Facility** (ES Volume 8, Doc Ref. 6.9, [APP-509 to APP-537]);
- **Chapter 9 – Rail** (ES Volume 9, Doc Ref. 6.10, [APP-538 to APP-571]); and
- **Chapter 10 – Project-wide, cumulative and transboundary effects** (ES Volume 10, Doc Ref. 6.11, [APP-572 to APP-582]).

1.7.3 **Volume 2** of this ES Addendum provides the relevant figures corresponding to the chapters set out in this volume.

1.7.4 **Volume 3** of this ES Addendum provides the relevant appendices corresponding to the chapters set out in this volume.

1.7.5 This ES Addendum is also accompanied by a **non-technical summary (NTS)** which provides a summary of the key findings from this volume of the ES Addendum in non-technical language. The ES Addendum NTS provides an update to the NTS submitted with the Application (Doc Ref. 6.1) [[APP-159](#)].

REFERENCES

1. Parliament of the United Kingdom, The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended), (London, 2017).
2. Parliament of the United Kingdom, The Marine Works (Environmental Impact assessment) Regulations 2007, (London, 2007)
3. East Suffolk Council (2020) Suffolk Coastal Local Plan, <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/suffolk-coastal-local-plan/adopted-suffolk-coastal-local-plan/> [Accessed November 2020]